

**THE POPLARS, LAND SOUTH OF CLIFTON ROAD,
DEDDINGTON**

TRANSPORT STATEMENT

ON BEHALF OF BLUE CEDAR HOMES LIMITED

Pegasus Group

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PLANNING | **DESIGN** | **ENVIRONMENT** | **ECONOMICS**

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Pegasus Group on behalf of Blue Cedar Homes Limited to address the highway and transportation issues associated with the proposed residential development of land to the south of the B3041 Clifton Road, Deddington.
- 1.2 The development is for seven age restricted dwellings, with access via a simple priority junction served from the B3041 Clifton Road.
- 1.3 The proposed development has been subject to a scoping meeting with Oxfordshire County Council's (OCC) Area Liaison Officers on 19 December 2019.
- 1.4 The following key transport issues are addressed in detail in this report;
- i. Site description and assessment of existing provision of all modes of travel;
 - ii. A review of the local highway network and safety records for the most recent five year period available;
 - iii. A summary of relevant transport planning policy;
 - iv. Description of the development proposals; and
 - v. An assessment of forecast trips generated by the site.
- 1.5 This TS concludes that the proposed development provides access on foot, by cycle and by local bus services to facilities and amenities required on a daily basis, it has safe and suitable access arrangements and can be accommodated without detriment to the existing safety or operation of the local highway network.
- 1.6 It is concluded that there are no highway or transportation reasons which should prevent the proposed development of the site.

2. THE SITE AND ACCESSIBILITY

Site Location

- 2.1 The site is approximately 750 metres east of Deddington Village Centre, located on land to the south of the B3041 Clifton Road, Deddington and in a principally residential area. The site is comprised of open land, bound to the north by the B4031 Clifton Road, east and west by residential dwellings and open land to the south. The location of the site in its wider geographical context is shown in **Figure 1**.

Planning Background

14/00412/F

- 2.2 The site was previously the subject of a planning application in 2014 for the proposed development of 26 residential dwellings and an informal car park providing 40 car parking spaces to serve Deddington Castle. The planning application reference is 14/11412/F.
- 2.3 As part of that scheme, vehicular access to the site was proposed to be from the B3041 Clifton Road at a simple priority junction approximately 70 metres east of the Earls Lane/B4031 junction. Although the planning application was ultimately withdrawn, OCC Highways confirmed that... *'Traffic generation would not have a significant adverse impact upon the capacity or safety of the local network...'* and *'Deddington has been identified as 'Category A Village. Where 'Minor Development' can be sustained in transport terms'*.

Proximity to Local Service and Amenities

- 2.4 There is a mix of services, facilities, amenities and public transport opportunities likely to be required on a daily basis located within walking and cycling distance of the site. These are typically within a 10 minute walk or a three minute cycle based upon an average walking speed of 80 metres per minute¹ and an average cycling speed of 320 metres a minute². It is accepted that the time it takes people to walk or cycle this distance will depend on the individual's level of health and fitness and will therefore vary from person to person.

¹ 'Providing for Journeys on Foot' IHT (2000)

² DMRB CD195 'Designing for cycle traffic' March 2020.

2.5 A summary of the local services and facilities, including distance, walking and cycling times from the site is shown in **Table 2.1**. Education facilities and employment areas are not shown as it is not anticipated that they will be relied upon, due to the nature of the development accommodating elderly residents.

Table 2.1 - Local Facilities and Amenities

Facility / Amenity	Approx. Distance from Site (metres)	Approx. Walking Time (mins)	
Commercial			
The Co-Operative Food	550m	7 mins	2 mins
Post Office	550m	7 mins	2 mins
Foodies Coffee Shop, Deli & Eatery	600m	8 mins	2 mins
May Fu Two (restaurant)	700m	9 mins	3 mins
Popular Chinese	1.3km	17 mins	5 mins
Healthcare			
Deddington Health Centre	450m	6 mins	2 mins
Ashcroft Therapy Centre	650m	9 mins	3 mins
Delmergate Pharmacy	650m	9 mins	3 mins
Deddington Dental	750m	10 mins	3 mins
Leisure			
Deddington Castle	280m	4 mins	1 min
The Red Lion	600m	8 mins	2 mins
The Unicorn Inn	600m	8 mins	2 mins
Deddington Arms	650m	9 mins	2 mins
Deddington Library	750m	10 mins	2 mins
Three Tuns (restaurant)	750m	10 mins	2 mins
The Crown & Tuns	750m	10 mins	2 mins
Windmill Community Centre	1.4km	18 mins	5 mins
Public Transport			
Market Place Bus Stops	550m	7 mins	2 mins

- 2.6 A number of major supermarkets also provide an online shopping and home delivery service which deliver to Deddington. Use of these services will reduce the need for residents to travel.

Existing Pedestrian and Cycle Facilities

- 2.7 The footway provision within Deddington is considered to be atypical for an existing rural village. Footways vary in width, with dropped kerbs provided at crossing points. Street-lighting is provided, albeit this is sporadic except for at the Village Centre. Lightly trafficked single carriageway side roads without footways also provide routes to and from the Village Centre, which are considered to be suitable for pedestrians. It is noted that the local highway network is considered to be generally flat, and suitable for cyclists.
- 2.8 A footway is provided along the southern side of the B3041 carriageway, which abuts the site and ends at the site's north-western corner. A footway is also provided on the northern side of the carriageway, beginning to the west of the B3041/Earls Lane junction, continuing west and ending at the B4031/ Church Street junction. Dropped kerbs are provided for crossing the B4031 carriageway, with the closest provided to adjacent to the sites north-western corner.
- 2.9 To access Deddington Village Centre from the site using continuous footways, pedestrians can use the footway provision on the B3041 before routing onto Church Street, where footways are provided on the eastern side of the carriageway, which provide safe pedestrian access into the Village Centre.
- 2.10 There are no Public Right of Way (PRoW) routes which cross the site. There are a number of PRoWs elsewhere within Deddington, providing shortcuts between residential areas close to the Village Centre.
- 2.11 There is currently no provision for cyclists within close vicinity of the site. However, National Cycle Route 5 can be accessed in the nearby village of Barford St Michael, approximately 3.3 kilometres west of the site.

Bus Service Provision

- 2.12 The closest bus stops to the site is located on Market Place within the Village Centre, approximately 550 metres west of the site. The stop can be accessed with

approximate journey times of seven minutes on foot and two minutes by cycle (or 850 metres using continual footways (11 minutes on foot, three minutes by cycle)).

- 2.13 The stop provides shelter, seating and timetable information. The stop is serviced by the S4/X4 Gold route, operated by Stagecoach Oxfordshire. The service routes between Oxford, Banbury and a number of villages in between. The route generally operates at one service per hour, Monday to Sunday. The first departure from the stops are at 06:02, with the last arrival at 00:02 Monday to Friday; 06:55 and 00:02 on Saturdays; and 08:53 and 19:46 on Sundays.
- 2.14 OCC offers community transport, which is booked in advance, and which is designed to help people travel around the county who might not have access to a regular bus service. There are a number of community transport services which cover Deddington, including Ability CIC, Banbury Assisted Transport Scheme and Our Bus Bartons. The services can be used for those who find it difficult to access social activities, medical appointments, shopping and other public transport links, generally between 0900-1700 Monday to Friday. This service offers connections with bus stops or train service for onward travel and sometimes end to end journeys. Fares are based on average bus fare costs for journeys of the same or equivalent distance.

Rail Service Provision

- 2.15 Banbury Railway Station is the closest rail service, located approximately 10.8 kilometres north of the site. The station provides 978 car parking spaces, including 14 wheelchair accessible spaces. Additionally, there are 63 sheltered cycle parking spaces. Car parking charges apply, with Daily, Off Peak, Saturday, Sunday, Weekly, Monthly and Annual tickets available.
- 2.16 The S4/X4 Gold bus service routes to Banbury Bus Station, which is approximately 350 metres from Banbury Railway Station, providing the opportunity for linked trips to be made.
- 2.17 The station is served by the Great Western Railway, Chiltern Railways and CrossCountry lines which provide regular services to Oxford; Stratford-upon-Avon; Birmingham; Manchester; London and Bournemouth and the destinations in between.

Conclusion of Accessibility

- 2.18 The site is considered to be accessibly located within an atypical village in a rural context. The site is considered to be within reasonable walking and cycling distance of local facilities, amenities and public transport hubs and that bus services provide access to a wider range of services and facilities, including rail services, in neighbouring villages and towns.

3. LOCAL HIGHWAY NETWORK

- 3.1 The B3041 routes east to west along the site's frontage, where the carriageway is generally 6.5 metres wide, with a 30mph speed limit. There are speed roundels adjacent to the site's north-eastern boundary denoting the change in speed limit from 40mph to 30mph for westbound vehicles and 30mph to 40mph for eastbound vehicles.
- 3.2 A 7-day Automatic Traffic Count (ATC) was undertaken between 14/01/20-21/01/20 to record traffic flows and vehicle speeds on the B3041 along the site's frontage. The traffic flows and 85th percentile speeds are summarised in **Table 3.1**. The raw ATC data is available at **Appendix A**.

Table 3.1 – B3041 ATC Summary

14/01/2020-21/1/2020 ATC	Eastbound	Westbound
Average AM Peak Hour Traffic Flow (0700-0800)	104	236
Average PM Peak Hour Traffic Flow (1700-1800)	156	161
85 th Percentile Speeds	26.65mph	28.45mph
85 th Percentile Speeds adjusted to DMRB CA185 wet weather speeds	29.13mph	30.93mph

- 3.3 Earls Lane forms a junction with the B3041. It is subject to a 30mph speed limit in the vicinity of the site, reducing to 20mph for the remainder of the road as it routes past Deddington Health Centre.

Personal Injury Accident Data

- 3.4 Personal Injury Accident (PIA) has been obtained for the local highway network surrounding the site from OCC for the previous five-year period of available records from January 2015 to January 2020. A summary of the accidents is provided below, with the PIA data available at **Appendix B**.

-
- 3.5 One slight accident occurred on Earls Lane, approximately 70 metres north of the B3041/Earls Lane junction, apparently when a driver's vision was obscured, resulting in the vehicle crossing into the oncoming carriageway, colliding with the other vehicle.
- 3.6 Another slight accident occurred on the A30641, approximately one kilometre east of the proposed site. The accident occurred when the driver lost control of their car and exited the carriageway, hitting the verge and overturning the vehicle. The accident resulted in a slight personal injury accident.
- 3.7 It is concluded from the available records that there is no existing highway safety pattern or problem on the highway network within the vicinity of the site.

4. THE DEVELOPMENT PROPOSALS

- 4.1 The proposed the development is for seven age restricted dwellings and an indicative site layout is provided as part of the wider planning submission.

Access Arrangements

- 4.2 Access is proposed via a simple priority junction from the B4031 Clifton Road. The proposed junction is shown on **Figure 2**. The proposed junction position is located on the southern side of the B4031, further to discussions with the highway authority at the pre-application stage.
- 4.3 The junction has been designed with six metre radii on both sides of the bellmouth, with a carriageway width of 5.5 metres and two metre wide footways on both sides of the carriageway.
- 4.4 Junction visibility splays of 2.4 metres x 42 metres to the nearside kerbline has been shown looking left out of the junction (into westbound traffic), which is commensurate with the surveyed 85th percentile speeds. A visibility splay of 2.4m x 120m looking right out of the junction (westbound traffic) has been shown to be achievable.

Pedestrian Access

- 4.5 An extension to the footway along the southern side of the B3041 is proposed to the west of the site access which will connect to the existing footway network. The internal site layout has been designed to a design speed of 20mph, with footways provided and a shared surface arrangement serving the dwellings in the southern section of the site.

Off-Site Mitigation Proposals

- 4.6 An uncontrolled pedestrian crossing point with tactile paving is proposed on the B3041 carriageway, approximately 65 metres east of the proposed site access junction. The crossing is provided at **Figure 2**, Pedestrian visibility splays of 1.5 metres x 45 metres are shown to the east and 1.5 metres x 42 metres are shown to the west of the northern crossing.

- 4.7 As part of the proposal, a junction realignment of kerbing at the B3041/ Earls Lane junction is also proposed, which is considered to provide a rationalised arrangement with appropriate junction spacing.
- 4.8 Speed roundels can be provided at the existing speed limit change on the B3041 to the east of the site, should it be considered necessary by the highway authority.

Servicing and Management Arrangements

- 4.9 It is anticipated that the northern section of the site will be offered for adoption by OCC. Suitable turning arrangements have been provided to allow for the OCC refuse vehicle and a long wheelbase fire tender vehicle to access and egress the site in a forward gear. Swept path assessments for both aforementioned vehicles are shown in **Figure 3**.

Car Parking

- 4.10 Car Parking guidance is set out in the OCC Oxfordshire Parking Standards document. Deddington falls within the 'Parking Standards for all areas in Oxfordshire (other than Oxford and Cherwell Urban Areas)', with the guidance set requiring two allocated car parking spaces per two/ three bedroom dwelling.
- 4.11 Following the OCC parking standards, a total of 16 car parking spaces will be provided at the site (inclusive of two visitor parking spaces).

Cycle Parking

- 4.12 Cycle parking will be provided in line with the OCC standards of two cycle parking spaces per two bedroom dwelling. Cycle parking is proposed to be served within the curtilage of each plot, either within garages or in a secured storage area, anticipated to be a shed.

5. FORECAST DEVELOPMENT TRIP GENERATION

5.1 The trips during the weekday peak periods have been quantified, as these periods represent the busiest times of operation on the highway network. The total numbers of trips on a weekday have also been quantified.

5.2 Multi-modal trip numbers likely to be generated by the development of the seven age restricted dwellings has been calculated using bespoke operator data. These trip rates were recorded at similar schemes of age-restricted dwellings built by Blue Cedar Homes in Budleigh Salterton (East Devon), Shaftesbury (Dorset) and Wrington (Somerset), noting public transport trips were not recorded, but were estimated to be relatively low, if any.

5.3 A copy of the bespoke trip rate report is included at **Appendix C** and summarised daily and peak hour total multi-modal forecast trips are illustrated in **Table 5.1**.

Table 5.1 - Multi-Modal Trips for 7 Privately Owned Age Restricted Dwellings

Development Total		Total Two-way Forecast Trips – Residential (7 dwellings)					
		AM Peak (0800-0900)		PM Peak (1700-1800)		Daily	
		Arr	Dep	Arr	Dep	Arr	Dep
Vehicles	Trip Rate	0.022	0.113	0.03	0.061	0.949	0.958
	No. Trips	0	1	0	0	7	7
Pedestrians	Trip Rate	0.061	0.061	0	0	0.677	0.735
	No. Trips	0	0	0	0	5	5
Cycles	Trip Rate	0.053	0.053	0	0	0.113	0.083
	No. Trips	0	0	0	0	1	1
Others (PSVs/OGVs)	Trip Rate	0	0	0	0	0	0
	No. Trips	0	0	0	0	0	0

5.4 **Table 5.1** demonstrates that the seven age restricted dwellings could generate a maximum of one two-way vehicular movement in both the AM and PM peak periods.

Summary

5.5 The bespoke trip rates demonstrate that the seven age restricted dwellings could generate a maximum of one two-way vehicular movement in both the AM and PM peak periods. This is considered realistic because the living pattern of occupants, likely to be retirees, will reduce the number of commuting trips that are generated in the peak hours of operation on the highway network.

5.6 It is concluded that the level of traffic associated with the proposed development will not have a material impact on the safety or operation of the local highway network.

6. TRANSPORT PLANNING GUIDANCE

6.1 Relevant transportation policy and guidance is set out in the following documents:

- i. National Planning Policy Framework (2019);
- ii. Manual for Streets (2007);
- iii. Manual for Streets 2: Wider Application of the Principles (2010);
- iv. OCC – Oxfordshire Parking Policy (2014); and
- v. Adopted Cherwell Local Plan 2011 – 2031 (Part 1);

6.2 The main objectives within the national and local policy and guidance is to:

- i. Reduce the need to travel;
- ii. Reduce car dependency; and
- iii. Encourage sustainable travel such as walking, cycling and public transport trips

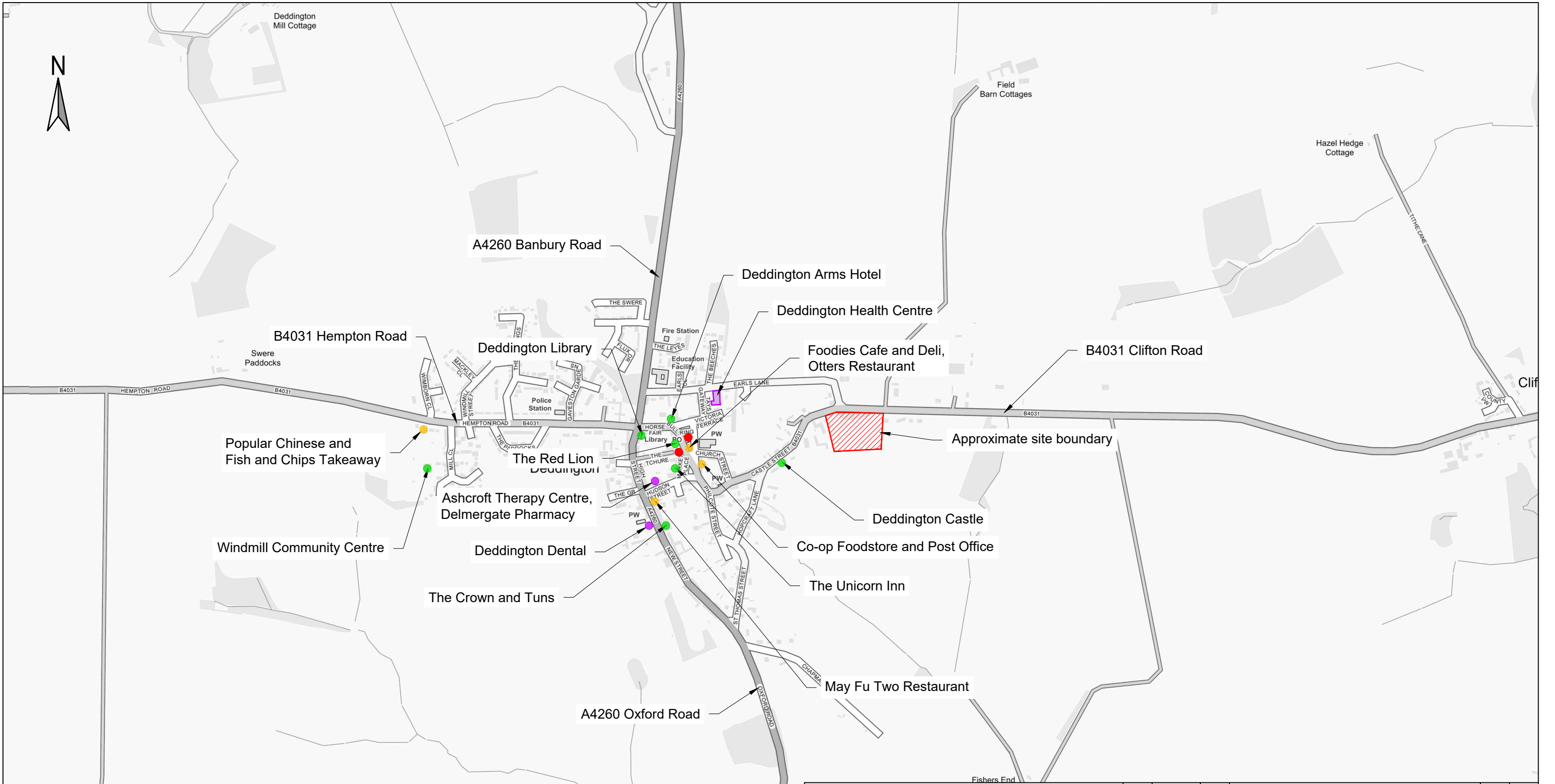
6.3 In transport terms paragraph 103 of the NPPF recognises that opportunities to maximise sustainable transport solutions will vary from urban to rural areas (paragraph 103), sustainable transport modes are available and safe, suitable access can be provided to the site with no significant impact to the local highway network (paragraph 108) and that development should only be refused on transport grounds where the residual cumulative impacts are severe (paragraph 109).

6.4 **Section 2** of this report confirms that the site is located within an existing rural village with atypical pedestrian infrastructure, with the site within walking and cycling distance of a range of services and facilities that are required on a daily basis. **Section 4** confirms that the suitable access arrangements can be provided, and the proposed development is broadly in accordance with the transport policies of local and national government. **Section 5** confirms that the forecast traffic generation associated with the development will not be material in real terms.





7. CONCLUSIONS


- 7.1 This Transport Statement has been prepared by Pegasus Group on behalf of Blue Cedar Homes to address the highway and transportation issues associated with the proposed development of land south of B4031 Clifton Road, Deddington for seven age restricted dwellings.
- 7.2 It is concluded that the site is located in an accessible location with local services and facilities required on a daily basis located within appropriate walking and cycling distances of the site, with public transport links available for access to nearby settlements.
- 7.3 It is concluded that the access arrangements are appropriate for the scale of the development, with appropriate visibility splays provided in accordance with surveyed speeds undertaken on the B3041 Clifton Road.
- 7.4 Car and cycle parking will be provided in accordance with local highway authority guidance.
- 7.5 It is forecast that the development proposals could generate one two-way vehicle movement during the AM and PM peak hours. It is concluded that the level of traffic associated with the proposed development will not have a material impact on the safety or operation of the local highway network.
- 7.6 It is therefore concluded that there are no valid transportation reasons which should prevent the future residential development of the site.

FIGURE 1



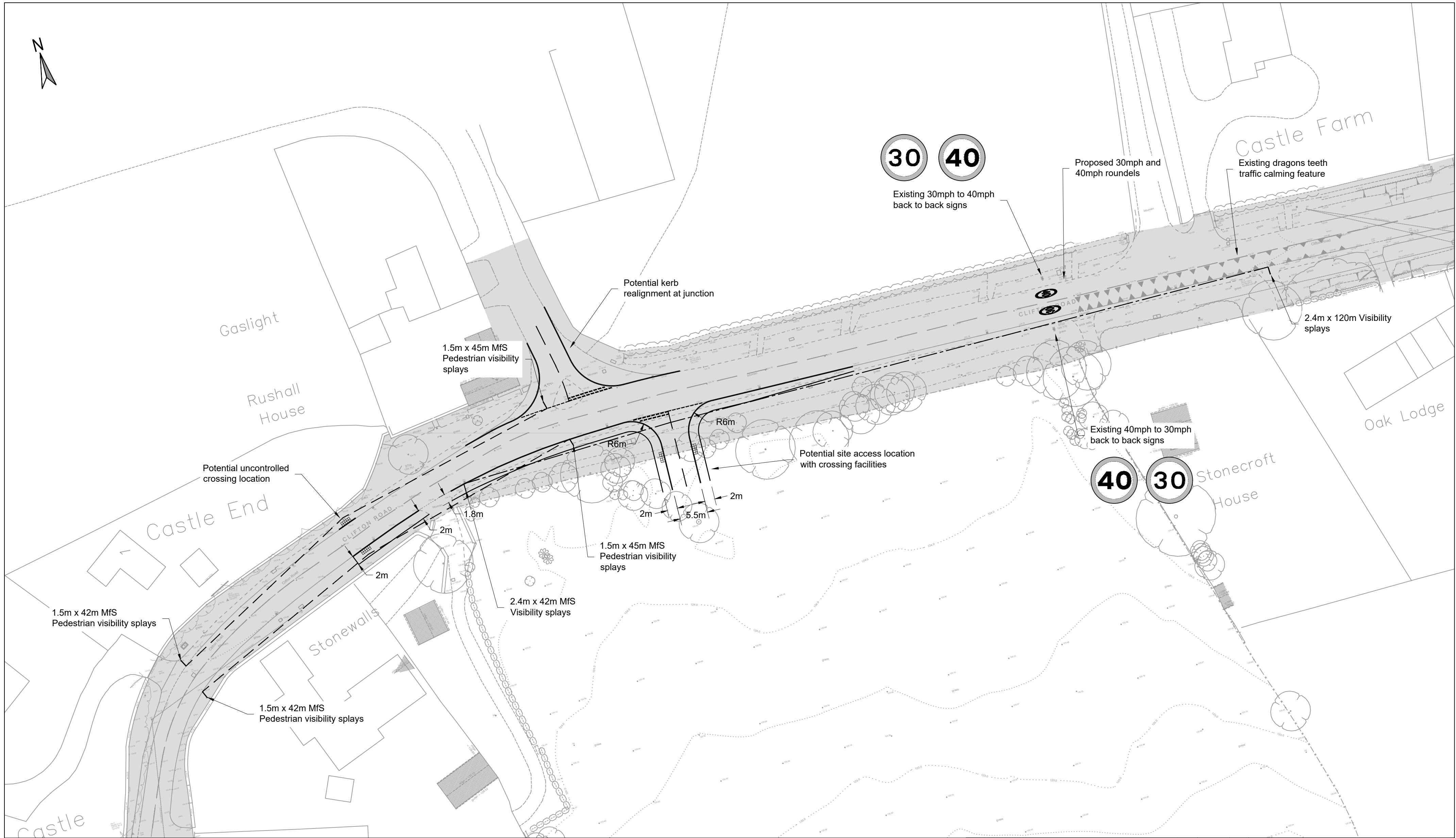
Key:

-  Approximate site boundary
-  Bus stop
-  Shops/Restaurants
-  Medical
-  Leisure

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FIGURE 2



Key:

- Vehicle visibility splays
- Pedestrian visibility splays
- Approximate extents of adopted highway

- Notes:**
1. This drawing is for illustrative purposes only and is not for construction.
 2. The drawing is to be printed and read in colour and to the stated scale.
 3. If received electronically it is the recipients responsibility to print to scale.
 4. Highway information has been gained from tm group, search ref: 18366627.

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FIGURE 3

APPENDIX A

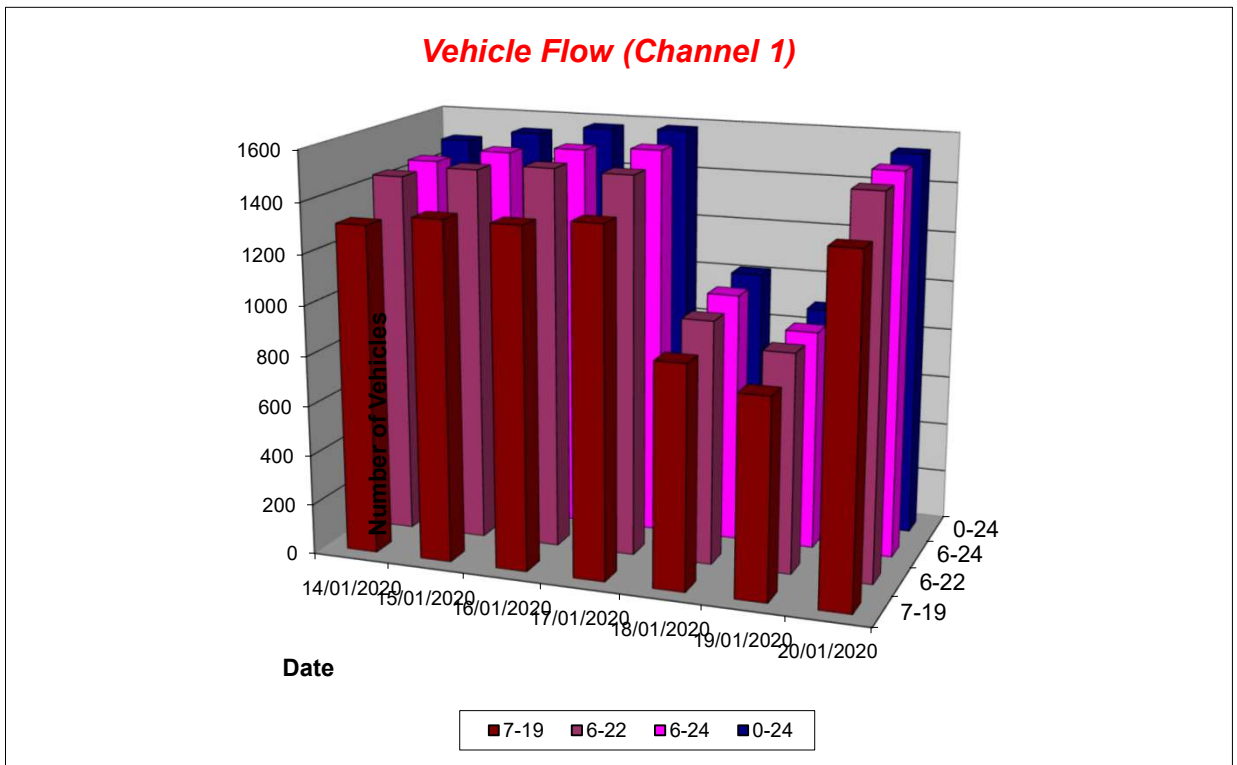
Deddington ATC

Channel 1 - Eastbound

Vehicle Flow

Week 1

Hr Ending	14/01/2020 Tuesday	15/01/2020 Wednesday	16/01/2020 Thursday	17/01/2020 Friday	18/01/2020 Saturday	19/01/2020 Sunday	20/01/2020 Monday	5 Day Ave	7 Day Ave
1	4	4	6	1	8	6	2	3	4
2	4	1	3	4	3	3	1	3	3
3	0	2	0	1	2	3	0	1	1
4	9	4	5	3	0	2	0	4	3
5	5	6	4	5	2	0	2	4	3
6	17	15	21	17	2	1	10	16	12
7	50	38	46	40	5	4	44	44	32
8	123	93	120	79	20	10	108	105	79
9	133	154	134	129	39	17	122	134	104
10	95	78	95	85	67	52	100	91	82
11	62	88	64	59	79	60	86	72	71
12	65	77	65	107	81	80	82	79	80
13	86	79	97	105	109	101	80	89	94
14	67	78	74	105	83	80	89	83	82
15	99	108	104	122	82	89	105	108	101
16	109	112	129	152	85	78	98	120	109
17	181	185	181	178	92	113	190	183	160
18	193	189	193	167	88	76	188	186	156
19	96	112	96	92	60	37	108	101	86
20	46	53	60	44	31	39	59	52	47
21	18	30	32	23	27	27	31	27	27
22	21	15	23	19	22	11	14	18	18
23	10	17	21	41	13	2	20	22	18
24	1	2	2	5	15	1	2	2	4
7-19	1309	1353	1352	1380	885	793	1356	1350	1204
6-22	1444	1489	1513	1506	970	874	1504	1491	1329
6-24	1455	1508	1536	1552	998	877	1526	1515	1350
0-24	1494	1540	1575	1583	1015	892	1541	1547	1377



Deddington ATC

Channel 1 - Eastbound

Average Speed

Week 1

Hr Ending	14/01/2020 Tuesday	15/01/2020 Wednesday	16/01/2020 Thursday	17/01/2020 Friday	18/01/2020 Saturday	19/01/2020 Sunday	20/01/2020 Monday
1	25.5	29.2	24.7	33.0	26.1	29.7	25.5
2	25.5	28.0	26.3	29.2	26.3	28.0	23.0
3	-	25.5	-	28.0	23.0	26.3	-
4	29.1	29.2	30.0	31.3	-	28.0	-
5	29.0	29.7	29.2	28.0	23.0	-	28.0
6	25.9	28.3	27.0	27.7	23.0	23.0	28.5
7	28.1	29.3	28.3	28.4	25.0	25.5	27.3
8	26.8	27.3	27.0	27.2	26.2	23.0	26.2
9	25.3	24.2	25.1	26.2	25.4	25.9	25.6
10	25.1	25.8	25.4	26.4	25.9	25.0	25.4
11	26.1	25.4	26.1	24.7	25.4	24.3	25.6
12	25.9	25.5	26.0	25.3	25.1	25.2	25.5
13	25.7	25.0	25.2	25.1	26.1	21.9	25.2
14	26.4	25.4	24.4	25.9	26.6	22.3	25.0
15	27.3	26.0	26.2	25.9	26.7	22.1	25.8
16	26.9	26.2	26.4	25.9	25.6	24.4	26.2
17	26.6	26.6	26.8	26.8	25.0	25.3	26.6
18	26.1	26.3	25.7	26.6	25.4	26.4	26.1
19	26.1	27.4	26.8	26.4	24.9	27.1	27.9
20	27.0	26.2	26.8	27.1	25.9	25.7	26.3
21	26.1	25.3	26.6	27.1	24.7	26.9	25.1
22	26.8	27.7	25.6	25.4	27.1	26.6	27.6
23	27.0	24.5	27.8	25.3	26.5	25.5	24.2
24	38.0	28.0	38.0	27.0	25.0	28.0	28.0
10-12	26.0	25.5	26.1	25.1	25.2	24.9	25.5
14-16	27.1	26.1	26.3	25.9	26.1	23.2	26.0
0-24	26.4	26.1	26.2	26.2	25.7	24.5	26.0

Average	25.9
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Channel 1 - Eastbound

85th Percentile

Hr Ending	14/01/2020 Tuesday	15/01/2020 Wednesday	16/01/2020 Thursday	17/01/2020 Friday	18/01/2020 Saturday	19/01/2020 Sunday	20/01/2020 Monday
1	28.7	33.6	28.9	-	28.5	33.5	28.0
2	28.5	-	29.0	33.6	28.2	28.4	-
3	-	28.3	-	-	23.9	28.1	-
4	29.2	38.3	38.4	33.9	-	28.7	-
5	33.3	33.8	33.3	28.8	23.7	-	28.8
6	28.3	33.8	28.2	33.0	23.5	-	33.3
7	33.8	33.6	33.2	28.5	33.4	28.5	33.2
8	28.0	34.0	28.6	33.9	28.1	28.1	28.5
9	28.8	28.9	28.4	28.4	28.8	28.8	28.3
10	28.8	28.2	28.4	28.7	28.5	28.4	28.3
11	28.7	28.7	28.7	28.5	28.8	28.5	28.0
12	28.0	29.0	28.3	28.5	28.6	28.5	28.5
13	28.4	28.2	28.6	28.5	28.8	28.2	28.2
14	28.9	28.5	28.2	28.4	28.0	28.3	28.9
15	28.8	28.1	28.2	28.4	28.2	28.1	28.6
16	28.4	29.0	28.6	28.3	28.1	28.6	28.8
17	29.0	28.7	28.1	28.1	28.1	28.2	28.9
18	28.9	28.0	28.5	28.2	28.3	28.9	28.3
19	28.1	28.6	28.9	29.0	28.1	28.1	33.5
20	33.9	28.1	33.3	28.1	28.0	28.4	28.1
21	33.4	28.1	28.8	28.4	28.5	28.3	28.6
22	33.5	28.8	28.4	28.4	28.7	28.9	28.4
23	28.8	28.3	33.3	28.5	28.5	28.8	29.0
24	-	28.0	38.9	28.2	28.8	-	28.1
10-12	28.6	28.3	28.6	28.5	28.1	28.7	28.9
14-16	28.5	28.4	28.6	28.3	28.2	28.3	28.6
0-24	28.3	28.3	28.4	28.6	28.7	28.1	28.3

85th %ile	28.4
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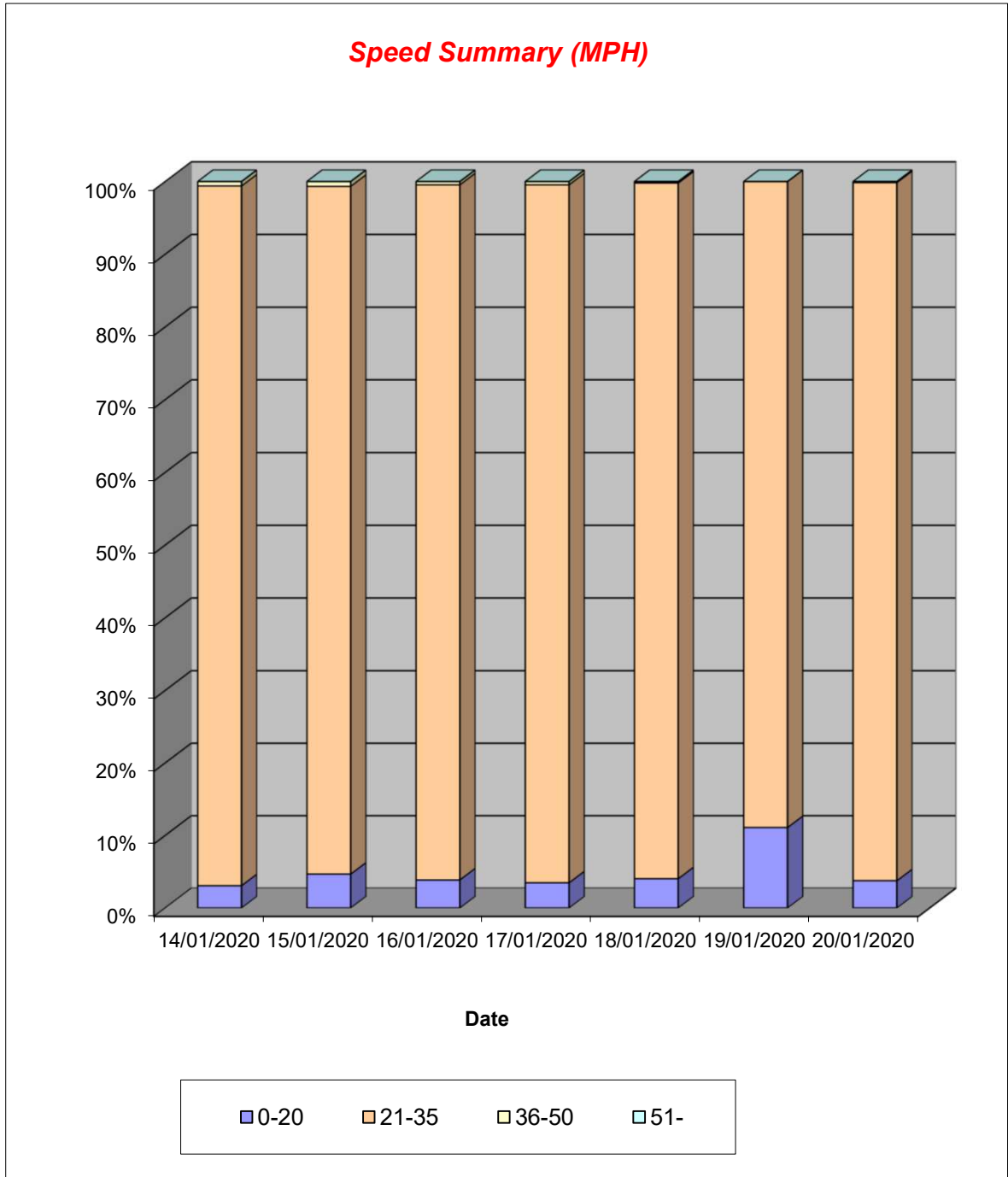
Deddington ATC

Channel 1 - Eastbound

Speed Summary

Week 1

Speed (MPH)	14/01/2020 Tuesday	15/01/2020 Wednesday	16/01/2020 Thursday	17/01/2020 Friday	18/01/2020 Saturday	19/01/2020 Sunday	20/01/2020 Monday
0-20	46	72	61	55	41	99	58
21-35	1439	1458	1507	1521	972	793	1481
36-50	9	10	7	7	2	0	2
51-	0	0	0	0	0	0	0
TOTAL	1494	1540	1575	1583	1015	892	1541



Deddington ATC

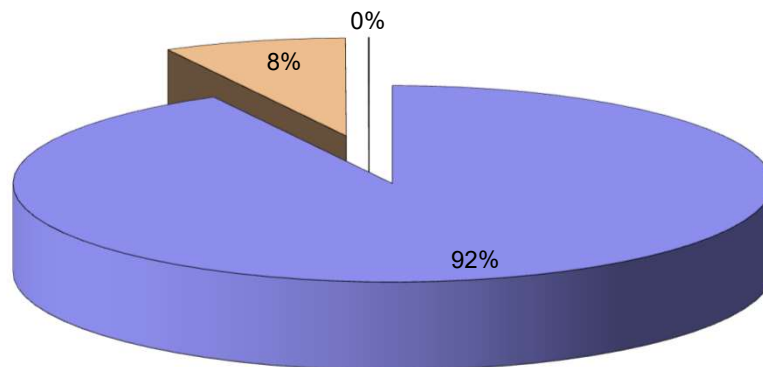
Channel 1 - Eastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
14/01/2020				
7-19	1173	136	0	1309
6-22	1293	151	0	1444
6-24	1303	151	1	1455
0-24	1337	156	1	1494
15/01/2020				
7-19	1228	124	1	1353
6-22	1358	130	1	1489
6-24	1374	133	1	1508
0-24	1402	137	1	1540
16/01/2020				
7-19	1211	141	0	1352
6-22	1362	151	0	1513
6-24	1383	153	0	1536
0-24	1419	156	0	1575
17/01/2020				
7-19	1254	125	1	1380
6-22	1375	130	1	1506
6-24	1421	130	1	1552
0-24	1451	131	1	1583
18/01/2020				
7-19	859	26	0	885
6-22	943	27	0	970
6-24	970	28	0	998
0-24	985	30	0	1015
19/01/2020				
7-19	776	17	0	793
6-22	855	19	0	874
6-24	857	20	0	877
0-24	872	20	0	892
20/01/2020				
7-19	1245	111	0	1356
6-22	1387	117	0	1504
6-24	1406	120	0	1526
0-24	1421	120	0	1541
Average				
7-19	1107	97	0	1204
6-22	1225	104	0	1329
6-24	1245	105	0	1350
0-24	1270	107	0	1377

Total Vehicle Class Distribution



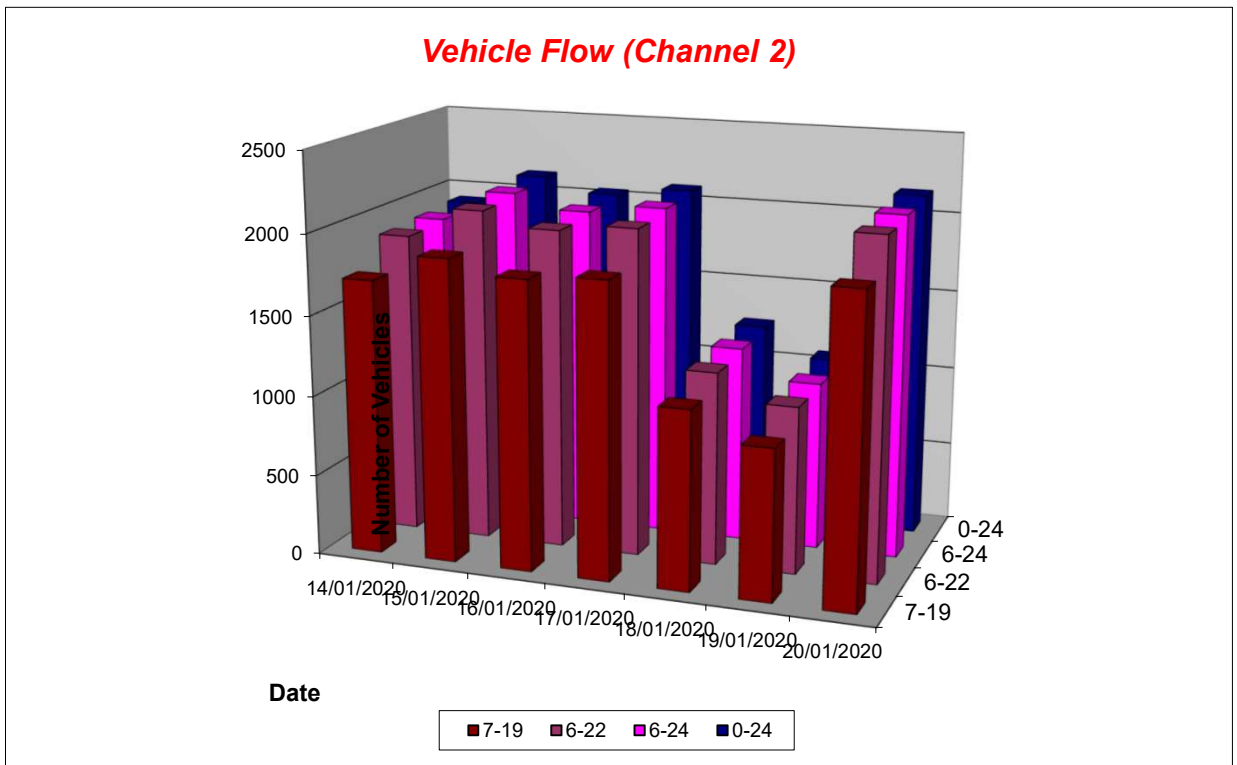
Deddington ATC

Channel 2 - Westbound

Vehicle Flow

Week 1

Hr Ending	14/01/2020 Tuesday	15/01/2020 Wednesday	16/01/2020 Thursday	17/01/2020 Friday	18/01/2020 Saturday	19/01/2020 Sunday	20/01/2020 Monday	5 Day Ave	7 Day Ave
1	3	1	4	3	5	8	0	2	3
2	3	0	1	0	1	6	4	2	2
3	0	1	0	0	1	2	0	0	1
4	1	1	1	3	2	3	2	2	2
5	2	3	2	2	4	1	5	3	3
6	12	19	15	16	9	4	18	16	13
7	74	81	68	57	13	12	89	74	56
8	271	293	262	234	36	15	319	276	204
9	322	331	314	242	61	44	340	310	236
10	115	164	126	125	105	53	143	135	119
11	89	89	100	89	123	78	80	89	93
12	80	104	84	114	126	126	96	96	104
13	87	85	101	95	127	122	86	91	100
14	81	119	91	121	112	110	125	107	108
15	101	85	94	154	86	96	99	107	102
16	126	121	111	131	105	80	123	122	114
17	135	168	170	159	81	87	178	162	140
18	192	204	195	206	73	64	191	198	161
19	113	119	148	160	77	59	116	131	113
20	54	70	68	82	44	50	77	70	64
21	23	27	38	40	19	34	23	30	29
22	23	17	20	26	13	9	18	21	18
23	12	15	11	22	11	8	16	15	14
24	4	8	13	11	13	1	6	8	8
7-19	1712	1882	1796	1830	1112	934	1896	1823	1595
6-22	1886	2077	1990	2035	1201	1039	2103	2018	1762
6-24	1902	2100	2014	2068	1225	1048	2125	2042	1783
0-24	1923	2125	2037	2092	1247	1072	2154	2066	1807



Deddington ATC

Channel 2 - Westbound

Average Speed

Week 1

Hr Ending	14/01/2020 Tuesday	15/01/2020 Wednesday	16/01/2020 Thursday	17/01/2020 Friday	18/01/2020 Saturday	19/01/2020 Sunday	20/01/2020 Monday
1	26.3	28.0	28.0	26.3	26.0	26.8	-
2	18.0	-	18.0	-	28.0	26.3	26.8
3	-	23.0	-	-	23.0	23.0	-
4	28.0	33.0	28.0	31.3	28.0	24.7	28.0
5	28.0	29.7	28.0	28.0	29.2	33.0	28.0
6	28.0	28.3	29.0	26.4	30.8	29.2	25.2
7	27.8	27.0	27.9	27.1	28.8	29.2	26.5
8	24.8	25.7	24.8	25.5	25.6	27.7	25.3
9	24.7	22.9	24.7	25.6	26.7	25.0	25.1
10	25.3	24.7	25.1	25.0	25.6	25.1	25.3
11	24.1	25.4	24.0	24.7	25.2	24.9	24.9
12	24.4	25.4	24.3	23.9	24.7	25.1	25.4
13	25.4	23.8	24.8	24.7	25.6	23.5	23.8
14	25.5	25.2	24.5	24.6	25.2	22.2	25.2
15	25.5	23.8	25.8	24.6	25.6	23.8	23.6
16	25.3	26.0	25.4	24.3	25.3	25.8	26.0
17	25.3	25.4	24.7	25.5	25.7	25.6	25.2
18	24.4	24.9	25.7	25.9	25.1	24.6	24.5
19	24.6	25.9	25.8	25.8	25.3	25.5	25.9
20	26.0	25.9	25.7	25.9	27.2	27.1	26.1
21	25.0	26.1	26.8	27.1	25.9	27.7	26.0
22	26.9	25.9	27.5	26.7	27.2	25.8	25.2
23	26.3	26.0	24.8	26.9	26.6	26.8	26.4
24	24.2	26.8	26.8	28.0	23.8	23.0	25.5
10-12	24.2	25.4	24.2	24.2	24.9	25.0	25.2
14-16	25.4	25.1	25.6	24.4	25.4	24.7	24.9
0-24	25.1	25.0	25.2	25.3	25.6	24.9	25.2

Average 25.2

Channel 2 - Westbound

85th Percentile

Hr Ending	14/01/2020 Tuesday	15/01/2020 Wednesday	16/01/2020 Thursday	17/01/2020 Friday	18/01/2020 Saturday	19/01/2020 Sunday	20/01/2020 Monday
1	28.1	-	33.1	28.8	28.5	29.0	-
2	18.5	-	-	-	-	33.8	28.6
3	-	-	-	-	-	23.7	-
4	-	-	-	33.7	28.9	33.4	28.9
5	29.0	33.5	28.5	28.4	33.7	-	28.5
6	33.1	33.7	33.1	28.7	33.4	33.2	28.3
7	33.0	28.9	33.1	28.3	33.7	33.2	28.9
8	28.3	28.4	28.2	28.4	28.1	33.5	28.3
9	28.5	28.3	28.0	28.4	28.8	28.4	28.3
10	28.9	28.3	28.7	28.9	28.7	28.1	28.2
11	28.5	28.2	28.5	28.1	28.5	28.3	28.3
12	28.4	28.5	28.6	28.6	28.2	28.6	28.0
13	28.8	28.2	28.2	28.3	28.2	28.8	28.7
14	28.8	28.6	28.5	28.1	28.3	23.5	28.8
15	28.7	28.4	28.7	28.2	28.8	28.2	28.3
16	28.7	28.9	28.8	28.1	28.1	28.9	28.7
17	29.0	28.5	28.4	28.4	28.5	28.4	28.4
18	28.3	28.2	28.9	29.0	28.8	28.3	28.8
19	28.5	28.7	28.7	28.5	28.8	28.8	28.7
20	28.4	28.7	28.1	28.5	33.3	28.2	28.4
21	28.7	28.6	33.6	29.0	29.0	33.4	28.1
22	28.2	28.8	28.7	33.2	28.8	28.2	28.4
23	33.4	28.2	28.0	33.4	28.7	28.9	28.3
24	33.5	33.8	33.4	33.4	28.9	-	33.7
10-12	28.8	28.2	28.4	28.3	28.9	28.4	28.3
14-16	28.5	29.0	28.3	28.5	28.4	28.4	28.8
0-24	28.4	28.1	29.0	28.1	28.1	28.9	28.2

85th %ile 28.4

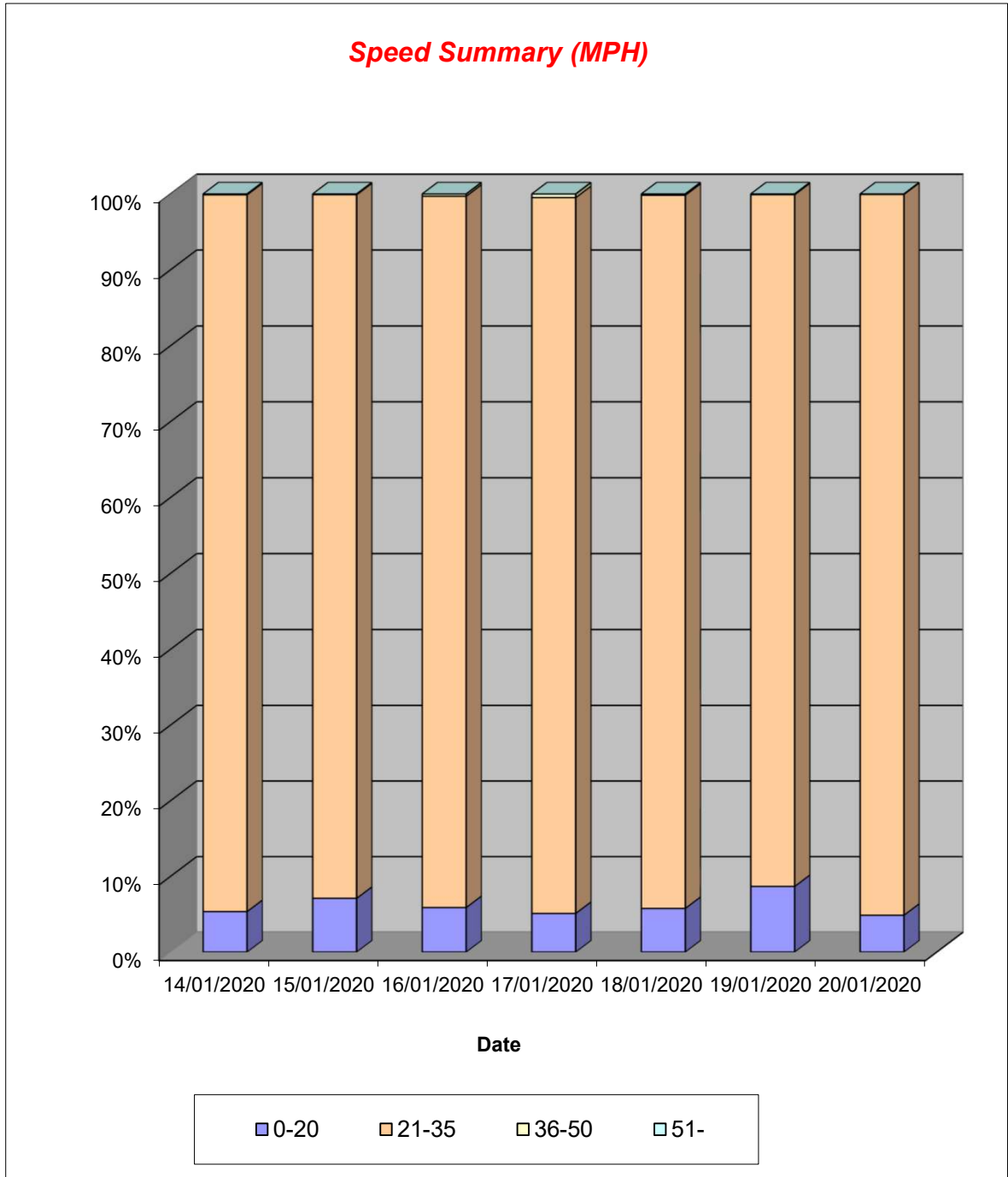
Deddington ATC

Channel 2 - Westbound

Speed Summary

Week 1

Speed (MPH)	14/01/2020 Tuesday	15/01/2020 Wednesday	16/01/2020 Thursday	17/01/2020 Friday	18/01/2020 Saturday	19/01/2020 Sunday	20/01/2020 Monday
0-20	103	151	120	107	72	93	105
21-35	1818	1972	1911	1975	1173	978	2048
36-50	2	2	6	10	2	1	1
51-	0	0	0	0	0	0	0
TOTAL	1923	2125	2037	2092	1247	1072	2154



Deddington ATC

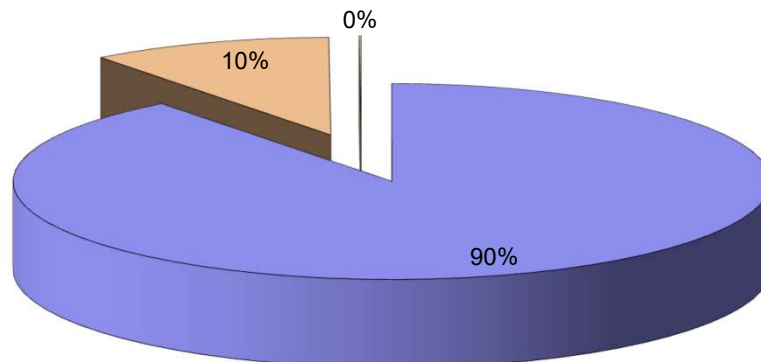
Channel 2 - Westbound

Vehicle Class

Week 1

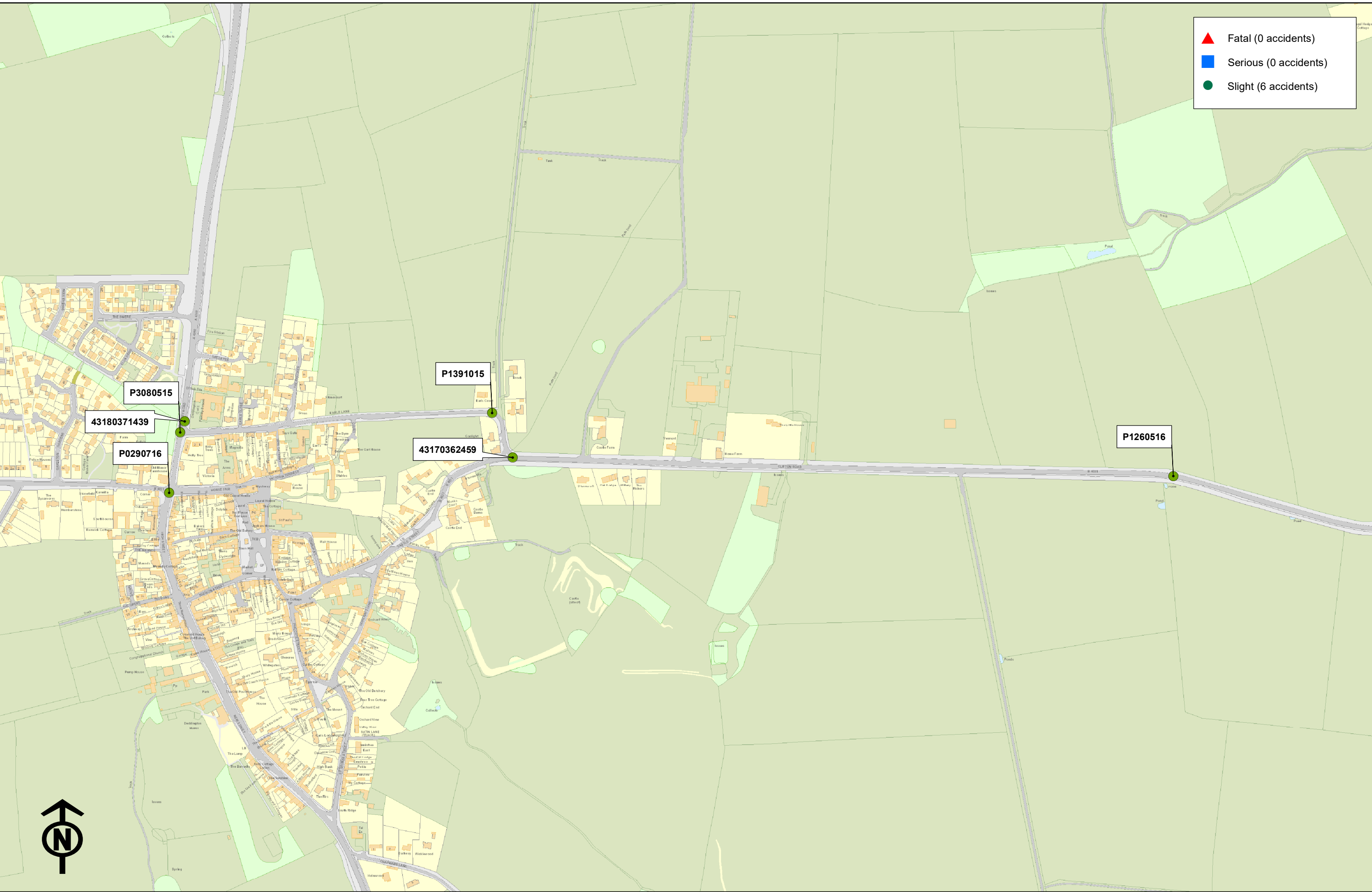
Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
14/01/2020				
7-19	1484	228	0	1712
6-22	1630	255	1	1886
6-24	1646	255	1	1902
0-24	1664	256	3	1923
15/01/2020				
7-19	1653	226	3	1882
6-22	1827	246	4	2077
6-24	1847	248	5	2100
0-24	1872	248	5	2125
16/01/2020				
7-19	1597	198	1	1796
6-22	1771	217	2	1990
6-24	1795	217	2	2014
0-24	1817	218	2	2037
17/01/2020				
7-19	1637	193	0	1830
6-22	1827	208	0	2035
6-24	1860	208	0	2068
0-24	1882	210	0	2092
18/01/2020				
7-19	1032	80	0	1112
6-22	1118	83	0	1201
6-24	1141	84	0	1225
0-24	1159	88	0	1247
19/01/2020				
7-19	890	43	1	934
6-22	986	52	1	1039
6-24	995	52	1	1048
0-24	1019	52	1	1072
20/01/2020				
7-19	1681	215	0	1896
6-22	1875	228	0	2103
6-24	1895	230	0	2125
0-24	1921	233	0	2154
Average				
7-19	1425	169	1	1595
6-22	1576	184	1	1762
6-24	1597	185	1	1783
0-24	1619	186	2	1807

Total Vehicle Class Distribution



APPENDIX B

▲ Fatal (0 accidents)
 ■ Serious (0 accidents)
 ● Slight (6 accidents)



Accidents between dates 01/01/2015 and 31/01/2020 (61) months

Selection: Notes:
Selected using Manual Selection

Monday	18/05/2015	Time	1509	Slight	at	A4260 BANBURY RD J/W EARLS LANE	DEDDINGTON
E: 446589	N: 231830	Junction Detail:	3	Control	4		
Fine without high winds		Road surface	Dry	Daylight			
Vehicle Reference 1	Car	Moving from S to N		Going ahead other			
Casualty Reference:	1	Age:	38	Female	Driver/rider	Severity: Slight	Injured by vehicle: 1
Casualty Reference:	3	Age:	61	Female	Passenger	Severity: Slight	Injured by vehicle: 1
Vehicle Reference 2	Car	Moving from S to N		Waiting to turn right			
Casualty Reference:	2	Age:	54	Male	Driver/rider	Severity: Slight	Injured by vehicle: 2
Saturday	10/10/2015	Time	0822	Slight	at	EARLS LANE AT BEND APPROX 475M E OF J/W A4260	DEDDINGTON
E: 447074	N: 231860	Junction Detail:	0	Control			
Fine without high winds		Road surface	Dry	Daylight			
Vehicle Reference 1	Car	Moving from W to S		Going ahead right bend			
Casualty Reference:	1	Age:	24	Female	Driver/rider	Severity: Slight	Injured by vehicle: 1
Vehicle Reference 2	Car	Moving from S to W		Going ahead left bend			
Casualty Reference:	2	Age:	53	Male	Driver/rider	Severity: Slight	Injured by vehicle: 2
Thursday	05/05/2016	Time	1900	Slight	at	B4031 AT BEND APPROX 750M W OF J/W TITHE LANE CLIFTON	DEDDINGTON
E: 448133	N: 231762	Junction Detail:	0	Control			
Fine without high winds		Road surface	Dry	Daylight			
Vehicle Reference 1	Car	Moving from W to SE		Going ahead right bend			
Casualty Reference:	1	Age:	22	Female	Driver/rider	Severity: Slight	Injured by vehicle: 1

Accidents between dates 01/01/2015 and 31/01/2020 (61) months

Selection: Notes:

Selected using Manual Selection

Friday	01/07/2016	Time	1230	Slight	at	A4260 AT ATS XRDS J/W B4031 HEMPTON ROAD & HORSEFAIR	DEDDINGTON
E: 446572	N: 231736	Junction Detail:	6	Control	2		
Fine without high winds		Road surface	Dry	Daylight			
Vehicle Reference 1	Car	Moving from E to W		Starting			
Casualty Reference:	1	Age:	91	Female	Driver/rider	Severity: Slight	Injured by vehicle: 1
Vehicle Reference 2	Car	Moving from S to N		Stopping			
Casualty Reference:	2	Age:	81	Female	Driver/rider	Severity: Slight	Injured by vehicle: 2
Friday	01/12/2017	Time	1620	Slight	at	B4031 CLIFTON ROAD J/W EARLS LANE	DEDDINGTON
E: 447106	N: 231791	Junction Detail:	3	Control	4		
Fine without high winds		Road surface	Dry	Darkness: street lights present and lit			
Vehicle Reference 1	Car	Moving from N to E		Turning left			
Vehicle Reference 2	Car	Moving from W to E		Going ahead other			
Casualty Reference:	1	Age:	21	Female	Driver/rider	Severity: Slight	Injured by vehicle: 2
Thursday	29/11/2018	Time	1638	Slight	at	A4260 BANBURY RD APPROX 15M N OF J/W EARLS LANE	DEDDINGTON
E: 446596	N: 231847	Junction Detail:	3	Control	4		
Fine without high winds		Road surface	Dry	Darkness: street lights present and lit			
Vehicle Reference 1	Car	Moving from E to S		Turning left			
Casualty Reference:	1	Age:	45	Male	Pedestrian	Severity: Slight	Injured by vehicle: 1

APPENDIX C

BLUE CEDAR HOMES LTD

**Existing Blue Cedar Homes Sites
Budleigh Salterton, Shaftesbury and Wroughton**

Bespoke Trip Rate Study

August 2015



DOCUMENT SIGNATURE AND REVIEW SHEET

Project Details

Project Title:	Blue Cedar Homes Bespoke Trip Rate Study		
Project No.:	1504-23	Report No.:	1504-23/TN/01
Client:	Blue Cedar Homes Ltd		

	Prepared By:	Checked By:	Approved for issue
Name	S. Maloney	K. Stock	C. Rawlinson
Signature	[Redacted Signature]		
Date	August 2015	August 2015	August 2015

Issued by:

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2 THE SURVEY SITES	2
3 SURVEY METHODOLOGY	4
4 MULTI-MODAL SURVEYS – BUDLEIGH SALTERTON	5
5 MULTI-MODAL SURVEYS – SHAFTESBURY	8
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- A Photograph of Westfield Gardens, Budleigh Salterton
- B Westfield Gardens Site Parameters
- C Photograph of Castle Gardens, Shaftesbury
- D Castle Gardens Site Parameters
- E Photograph of Brook Gardens, Wrington
- F Brook Gardens Survey Parameters
- G Budleigh Salterton Survey Results
- H Budleigh Salterton Trip Rates
- I Shaftesbury Survey Results
- J Shaftesbury Trip Rates
- K Wrington Survey Results
- L Wrington Trip Rates

1 INTRODUCTION

1.1 This Technical Note has been prepared by Transport Planning Associates (TPA) in order to derive bespoke multi-modal trip rates for Blue Cedar Homes developments, with reference to three established, fully occupied schemes. The schemes studied are as follows:

- Westfield Gardens in Budleigh Salterton;
- Castle Gardens in Shaftesbury; and
- Brook Gardens in Wroughton.

1.2 Blue Cedar Homes developments comprise individual homes that are designed to meet the needs of mature adults with freedom in their lifestyle choices. Blue Cedar Homes properties are offered for sale to the retirement market; and the permanent occupier or at least one spouse must be over the age of 55 (or 65 in some locations).

1.3 This Technical Note confirms that the multi-modal trip rates derived from each of the three sites are broadly similar.

1.4 It is intended that the trip rates provided within this Technical Note will be used in future planning applications for Blue Cedar Homes Ltd age restricted developments. The trip rates will help enable the impact of the proposed developments on the local highway network to be assessed accurately.

2 THE SURVEY SITES

Westfield Gardens, Budleigh Salterton

- 2.1 Westfield Gardens is a development of 11 two bedroom, age restricted (over 55s), cottages (use class C3) located off Westfield Road, Budleigh Salterton, Devon. There are 22 allocated car parking spaces on site plus three visitor spaces. A photograph of the site is included at **Appendix A**.
- 2.2 The scheme was constructed in 2012 and fully occupied in December 2012. Vehicular access to the site is via electric gates operated by a key pad. There is a pedestrian gate alongside the vehicular access which can be accessed by anyone on foot. The site is managed by an Estates Manager who has an office on site.
- 2.3 The site has an area of 0.38 hectares with a housing density of approximately 28 dwellings per hectare. It is located within an existing residential area near the town centre approximately 300 metres to the north of the High Street. The site is located approximately 150 metres from bus stops which offer a ten minute frequency to local destinations in both directions. Buses serve the stops on weekdays and weekends. Destinations include Budleigh Salterton Hospital as well as Sidmouth and Exeter.
- 2.4 Based on the 2011 Census, there is a population of approximately 5,844 people within one mile of the site. Within this area there is an average car ownership of 1.3 cars per household in the local area, which relates to all people, not just retired people.
- 2.5 A summary sheet of the site parameters is included at **Appendix B**, and this is set out with reference to parameters also defined in the TRICS database, which is commonly used when examining development proposals.

Castle Gardens, Shaftesbury

- 2.6 Castle Gardens is a development of nine houses and six apartments for over 55s located off Bimport, adjacent to Castle Hill in Shaftesbury, Dorset. There are 17 allocated parking spaces on site and three visitor spaces. A photograph of the site is included at **Appendix C**.
- 2.7 The scheme was constructed in 2013. The site is not yet fully occupied; however, the final plot has been reserved. Vehicular access to the site is via electric gates operated by a key pad. There is a pedestrian gate alongside the vehicular access to the east which can be accessed by anyone via foot. The site is managed by an Estates Manager who has an office on site.

- 2.8 The site has an area of 0.68 hectares with a housing density of approximately 22 dwellings per hectare. It is located within an existing residential area adjacent to a public park approximately 500 metres southwest of the centre of Shaftesbury. There are bus stops in the town centre which provide hourly services to Gillingham and services to Salisbury every one to two hours via various routes on weekdays and Saturdays.
- 2.9 Based on the 2011 Census, there is of approximately 1,694 households within the wards of Shaftesbury Central and Shaftesbury Underhill. Within this area there is an average car ownership of 1.2 cars per household in the local area, which relates to all people, not just retired people.
- 2.10 A summary sheet of the site parameters is included at **Appendix D**.

Brook Gardens, Wrington

- 2.11 Brook Gardens is a development of 11 age restricted (over 65s), freehold homes located off Silver Street, Wrington, Somerset. There are 11 allocated car parking spaces on site plus three visitor spaces. A photograph of the site is included at **Appendix E**.
- 2.12 The scheme was constructed in 2012 and fully occupied in April 2014. Vehicular access to the site is via electric gates operated by a key pad. There is a pedestrian gate alongside the vehicular access which can be accessed by anyone on foot. The site is managed by an Estates Manager who has an office on site.
- 2.13 The site has an area of 0.364 hectares with a housing density of approximately 29 dwellings per hectare. It is located within an existing residential area near the village centre approximately 400 metres to the southeast of the main street, Broad Street. The site is located approximately 50 metres north of a bus stop which is served by the A2 bus service providing hourly services throughout the day to Weston Super-Mare, Nailsea, Bristol Airport, Portishead and Clevedon on weekdays and weekends.
- 2.14 Based on the 2011 Census, there is a approximately 1,234 households within the ward of Wrington. Within this area there is an average car ownership of 1.7 cars per household in the local area, which relates to all people, not just retired people.
- 2.15 A summary sheet of the site parameters is included at **Appendix F**.

3 SURVEY METHODOLOGY

3.1 An independent surveyor was commissioned to carry out Manual Classified Full Multi-Modal Surveys at each of the sites between 0600-2200 on a Wednesday and a Saturday. The dates of each survey are as follows:

Budleigh Salterton

- Wednesday 20th March 2013
- Saturday 16th March 2013

Shaftesbury

- Wednesday 1st July 2015
- Saturday 4th July 2015

Wroughton

- Wednesday 1st July 2015
- Saturday 4th July 2015.

3.2 The following modes of transport were recorded:

- (i) Vehicles;
- (ii) Pedestrians;
- (iii) Cyclists;
- (iv) Vehicle Occupants;
- (v) HGVs (PSVs/OGVs); and
- (vi) Total People.

3.3 These categories reflect those used within the TRICS database and therefore offer a direct comparison. The surveys did not specifically record trips by public transport as the nearest bus stops were not visible from the site accesses.

4 MULTI-MODAL SURVEYS – BUDLEIGH SALTERTON

- 4.1 The survey results for the Budleigh Salterton site are included at **Appendix G** and a summary of the weekday and weekend survey results are provided below. Full 16 hour trip rates for the weekend and weekday surveys are included at **Appendix H**.

Weekday Survey – Wednesday 20th March 2013

Vehicle Trips

- 4.2 The survey shows that there was one recorded departure by car in the typical AM peak hour (0800-0900) and one recorded arrival by car in the typical PM peak hour (1700-1800). This equates to a derived trip rate of 0.091 per dwelling in the AM peak and PM peak hours.
- 4.3 The busiest hour of vehicular trip generation at the site was 1500-1600 with four two-way vehicle trips (two arrivals and two departures); a trip rate per dwelling of 0.364 (0.182 arrivals and departures per dwelling).
- 4.4 On the survey day there were recorded to be 20 two-way vehicle trips generated by the site (i.e. 10 arrivals and 10 departures). This equates to a derived trip rate of 1.802 per dwelling per day (0.901 arrivals per dwelling and 0.901 departures per dwelling).

Pedestrian Trips

- 4.5 The survey shows that there was one arrival and one departure on foot in the typical AM peak hour (0800-0900). This equates to a derived trip rate of 0.182 per dwelling in the AM peak (i.e. 0.091 arrivals and 0.091 departures per dwelling). There were no pedestrian trips recorded in the typical PM peak hour (1700-1800).
- 4.6 There were recorded to be 17 two-way pedestrian trips generated by the site (i.e. 9 arrivals and 8 departures) throughout the day. This equates to a derived trip rate of 1.545 per dwelling per day (0.812 arrivals and 0.723 departures per dwelling).

Cycle Trips

- 4.7 The survey shows that there was one arrival and one departure by bicycle in the typical AM peak hour (0800-0900). This equates to a derived trip rate of 0.182 per dwelling (i.e. 0.091 arrivals and 0.091 departures per dwelling). There were no trips by bicycle recorded in the typical PM peak hour (1700-1800).

- 4.8 There were recorded to be three two-way cycle trips generated by the site (i.e. two arrivals and one departure) throughout the course of the 16 hour survey. This equates to a derived trip rate of 0.273 per dwelling per day (0.182 arrivals and 0.091 departures per dwelling).

Vehicle Occupants

- 4.9 The survey shows that there were no recorded vehicle occupants (in addition to car drivers) in the typical AM peak hour (0800-0900) or PM peak hour (1700-1800).
- 4.10 There were recorded to be eight two-way vehicle occupant trips generated by the site (i.e. three arrivals and five departures) throughout the day. This equates to a derived trip rate of 0.723 per dwelling per day (0.273 arrivals and 0.455 departures per dwelling).

Trips by HGVs

- 4.11 There were no recorded trips to or from the site by HGVs (including PSVs or OGVs) on the day of the survey.

Weekend Survey – Saturday 16th March 2013

Vehicle Trips

- 4.12 The busiest hours of vehicular trip generation at the site are 1000-1100 and 1600-1700 with three two-way vehicle trips, a trip rate per dwelling of 0.273.
- 4.13 On the survey day there were recorded to be 12 two-way vehicle trips generated by the site (i.e. six arrivals and six departures). This equates to a derived trip rate of 1.090 per dwelling per day (0.545 arrivals and 0.545 departures per dwelling).

Pedestrian Trips

- 4.14 The busiest hours of trip generation on foot at the site was 0900-1000 with three departures, a trip rate per dwelling of 0.273.
- 4.15 There were recorded to be 10 two-way pedestrian trips generated by the site (three arrivals and seven departures) throughout the day. This equates to a derived trip rate of 0.909 per dwelling per day (0.273 arrivals per dwelling and 0.636 departures per dwelling).

Cycle Trips

- 4.16 The survey shows that there was one arrival and one departure by bicycle between 0800 and 0900. This equates to a derived trip rate of 0.182 per dwelling (i.e. 0.091 arrivals and 0.091 departures per dwelling). There were no other trips by bicycle recorded.

Vehicle Occupants

- 4.17 The busiest hours of trip generation for vehicle passengers was 1600-1700 with two arrivals (in addition to the driver), a trip rate per dwelling of 0.182.
- 4.18 There were recorded to be four two-way trips by vehicle occupants generated by the site (i.e. two arrivals and two departures) throughout the day. This equates to a derived trip rate of 0.364 per dwelling per day (0.182 arrivals and 0.182 departures per dwelling).

Trips by HGVs

- 4.19 There were no recorded trips to or from the site by HGVs (including PSVs or OGVs) on the day of the survey.

5 MULTI-MODAL SURVEYS – SHAFTESBURY

- 5.1 The survey results for the Shaftesbury site are included at **Appendix I** and a summary of the weekday and weekend survey results are provided below. Full 16 hour trip rates for the weekday and the weekend surveys are included at **Appendix J**.

Weekday Survey – Wednesday 1st July 2015

Vehicle Trips

- 5.2 The survey shows that there was one recorded arrival and one recorded departure by car in the typical AM peak hour (0800-0900) and no recorded arrivals or departures by car in the typical PM peak hour (1700-1800). This equates to a derived trip rate of 0.133 per dwelling in the AM peak hour and a trip rate of 0.000 in the PM peak hour.
- 5.3 The busiest hour of vehicular trip generation at the site was 1400-1500 with five arrivals and no departures; a derived trip rate per dwelling of 0.333.
- 5.4 On the survey day there were recorded to be 19 vehicle trips generated by the site (i.e. 10 arrivals and 9 departures). This equates to a derived trip rate of 1.267 per dwelling per day (0.667 arrivals and 0.600 departures per dwelling).

Pedestrian Trips

- 5.5 The survey shows that there were no arrivals or departures on foot in the typical AM or PM peak hours (0800-0900 and 1700-1800).
- 5.6 There were recorded to be 24 pedestrian trips generated by the site (i.e. 10 arrivals and 14 departures) throughout the day. This equates to a derived trip rate of 1.600 per dwelling per day (0.667 arrivals and 0.933 departures per dwelling).

Cycle Trips

- 5.7 The survey shows that there was one arrival and one departure by bicycle in the typical AM peak hour (0800-0900). This equates to a derived trip rate of 0.133 per dwelling (i.e. 0.067 arrivals per dwelling and 0.067 departures per dwelling). There were no trips by bicycle recorded elsewhere through the day.

Vehicle Occupants

- 5.8 The survey shows that there was one recorded vehicle occupant arrival and one departure (in addition to car drivers) in the typical AM peak hour (0800-0900). This equates to a derived trip rate of 0.133 arrivals per dwelling per day (i.e. 0.67 arrivals and 0.067 departures per dwelling). There were no recorded vehicle occupant trips in PM peak hour (1700-1800).
- 5.9 There were recorded to be 24 two-way vehicle occupant trips generated by the site (i.e. 13 arrivals and 11 departures) throughout the day. This equates to a derived trip rate of 1.600 per dwelling per day (0.867 arrivals and 0.733 departures per dwelling).

Trips by HGVs

- 5.10 There were no recorded trips to or from the site by HGVs (including PSVs or OGVs) on the day of the survey.

Weekend Survey – Saturday 4th July 2015Vehicle Trips

- 5.11 The busiest hour of vehicular trip generation at the site is 1200-1300 with three arrivals and three departures; a trip rate per dwelling of 0.400.
- 5.12 On the survey day there were recorded to be 18 vehicle trips generated by the site (eight arrivals and ten departures). This equates to a derived trip rate of 1.200 per dwelling per day (0.533 arrivals and 0.667 departures per dwelling).

Pedestrian Trips

- 5.13 The busiest hours of trip generation on foot at the site was 0900-1000 with four arrivals and four departures, a trip rate per dwelling of 0.533.
- 5.14 There were recorded to be 20 two-way pedestrian trips generated by the site (ten arrivals and ten departures) throughout the day. This equates to a derived trip rate of 1.333 per dwelling per day (0.667 arrivals and 0.667 departures per dwelling).

Cycle Trips

- 5.15 There were no recorded trips to or from the site by bicycle on the day of the survey.

Vehicle Occupants

- 5.16 The busiest hours of trip generation for vehicle passengers was 1200-1300 with four arrivals and three departures (in addition to the driver), a trip rate per dwelling of 0.467.
- 5.17 There were recorded to be 26 two-way trips by vehicle occupants (i.e. 12 arrivals and 14 departures) throughout the day. This equates to a derived trip rate of 1.733 per dwelling per day (0.800 arrivals and 0.933 departures per dwelling).

Trips by HGVs

- 5.18 There were no recorded trips to or from the site by HGVs (including PSVs or OGVs) on the day of the survey.

6 MULTI-MODAL SURVEYS - WRINGTON

- 6.1 The survey results from the Wrington site are included at **Appendix K** and a summary of the weekday and weekend survey results are provided below. Full 16 hour trip rates for the weekday and weekend surveys are included at **Appendix L**.

Weekday Survey – Wednesday 1st July 2015

Vehicle Trips

- 6.2 The survey shows that there were two recorded departures by car in the typical AM peak hour (0800-0900) and two recorded departures by car in the typical PM peak hour (1700-1800). There were no recorded arrivals in these time periods. This equates to a derived trip rate of 0.182 per dwelling in the AM and PM peak hours.
- 6.3 The busiest hour of vehicular trip generation at the site was 0900-1000 with five trips (one arrival and four departures); a derived trip rate per dwelling of 0.455.
- 6.4 On the survey day there were recorded to be 29 vehicle trips generated by the site (i.e. 14 arrivals and 15 departures). This equates to a derived trip rate of 2.636 per dwelling per day (1.273 arrivals and 1.364 departures per dwelling).

Pedestrian Trips

- 6.5 The survey shows that there was one recorded arrival and one recorded departure on foot in the typical AM peak hour (0800-0900). There were no pedestrian trips recorded in the typical PM peak hour (1700-1800). This equates to a derived trip rate of 0.182 trips in the AM peak hour (0800-0900).
- 6.6 There were recorded to be 12 pedestrian trips generated by the site (i.e. 6 arrivals and 6 departures) throughout the day. This equates to a derived trip rate of 1.091 per dwelling per day (0.545 arrivals and 0.545 departures per dwelling).

Cycle Trips

- 6.7 The survey shows that there were no arrivals or departures by bicycle in the typical AM peak hour (0800-0900) or PM peak hour (1700-1800).
- 6.8 There were recorded to be two cycle trips generated by the site (i.e. one arrivals and one departure) throughout the course of the 16 hour survey. This equates to a derived trip rate of 0.182 per dwelling per day (0.091 arrivals and 0.091 departures per dwelling).

Vehicle Occupants

- 6.9 The survey shows that there were four recorded vehicle occupant departures (in addition to car drivers) in the typical AM peak hour (0800-0900) and four in the typical PM peak hour (1700-1800). This equates to a derived trip rate of 0.364 departures per dwelling per day in the AM and PM peak periods.
- 6.10 There were recorded to be 42 two-way vehicle occupant trips generated by the site (i.e. 20 arrivals and 22 departures) throughout the day. This equates to a derived trip rate of 3.818 per dwelling per day (1.818 arrivals and 2.000 departures per dwelling).

Trips by HGVs

- 6.11 There were no recorded trips to or from the site by HGVs (including PSVs or OGVs) on the day of the survey.

Weekend Survey – Saturday 4th July 2015Vehicle Trips

- 6.12 The busiest hours of vehicular trip generation at the site were 1800-1900 and 2100-2200 with three vehicle trips (i.e one arrival and two departures in each hour), a trip rate per dwelling of 0.273.
- 6.13 On the survey day there were recorded to be 16 vehicle trips generated by the site (eight arrivals and eight departures). This equates to a derived trip rate of 1.455 per dwelling per day (0.727 arrivals and 0.727 departures per dwelling).

Pedestrian Trips

- 6.14 The busiest hours of trip generation on foot at the site was 0800-0900 with three arrivals and two departures, a trip rate per dwelling of 0.455.
- 6.15 There were recorded to be 25 two-way pedestrian trips generated by the site (14 arrivals and 11 departures) throughout the day. This equates to a derived trip rate of 2.273 per dwelling per day (1.273 arrivals and 1.000 departures per dwelling).

Cycle Trips

- 6.16 There were no recorded trips to or from the site by pedal cycle on the day of the survey.

Vehicle Occupants

- 6.17 The busiest hours of trip generation for vehicle passengers was 1800-1900 with one arrival and four departures (in addition to the driver), a trip rate per dwelling of 0.455.
- 6.18 There were recorded to be 26 two-way trips by vehicle occupants generated by the site (i.e. 13 arrivals and 13 departures) throughout the day. This equates to a derived trip rate of 2.364 per dwelling per day (1.182 arrivals and 1.182 departures per dwelling).

Trips by HGVs

- 6.19 There were no recorded trips to or from the site by HGVs (including PSVs or OGVs) on the day of the survey.

7 SITE COMPARISON

7.1 **Tables 7.1 to 7.3** below show a comparison between the multi-modal; trip rates derived from each of the sites.

Table 7.1: Comparison of Trip Rates - vehicle trips rates

<u>Vehicles</u>	Budleigh Salterton	Shaftesbury	Wrington
Weekday Typical AM Peak (0800-0900)	0.091	0.133	0.182
Weekday Typical PM Peak (1700-1800)	0.091	0.000	0.182
Weekday Peak Hour	0.364	0.333	0.455
Weekend Peak Hour	0.273	0.400	0.273

Table 7.2: Comparison of Trip Rates - Pedestrians

<u>Pedestrians</u>	Budleigh Salterton	Shaftesbury	Wrington
Weekday Typical AM Peak (0800-0900)	0.182	0.000	0.182
Weekday Typical PM Peak (1700-1800)	0.000	0.000	0.000
Weekend Peak	0.273	0.533	0.455

Table 7.3: Comparison of Trip Rates – Cycles

<u>Cyclists</u>	Budleigh Salterton	Shaftesbury	Wrington
Weekday Typical AM Peak (0800-0900)	0.182	0.133	0.000
Weekday Typical PM Peak (1700-1800)	0.000	0.000	0.000
Weekend Peak	0.182	0.000	0.000

Table 7.4: Comparison of Trip Rates - Vehicle Occupants

<u>Vehicle Occupants</u>	Budleigh Salterton	Shaftesbury	Wrington
Weekday Typical AM Peak (0800-0900)	0.000	0.133	0.364
Weekday Typical PM Peak (1700-1800)	0.000	0.000	0.364
Weekend Peak	0.182	0.467	0.455

- 7.2 Based on the derived trip rates, it is concluded that the numbers of trips associated with the three sites are broadly similar. As such these trip rates are considered suitable for use in forecasting trip generation of Blue Cedar Homes sites in the future.

8 SUMMARY & CONCLUSIONS

- 8.1 This Technical Note has been prepared by Transport Planning Associates (TPA) in order to set out a bespoke multi-modal trip rate for Blue Cedar Homes developments, with reference to three established, fully occupied schemes in Budleigh Salterton, Shaftesbury and Wrington.
- 8.2 Multi-modal surveys on both a weekday and weekend day at each site confirm trip rates by all modes are low in real terms.
- 8.3 It is concluded that the trip rates by all modes are broadly similar across all three sites. .
- 8.4 It is finally concluded that the trip rates provided within this Technical Note are therefore appropriate for use in future planning applications for Blue Cedar Homes Ltd age restricted developments to help enable the impact of the proposed developments on the local highway network to be assessed accurately.

APPENDIX A



APPENDIX B

SITE DETAILS FOR WESTFIELD GARDENS, BUDLEIGH SALTERTON

Survey Type	Multi-Modal
Site Name	Westfield Gardens
Open since	2012
Region / Area	East Devon
Description	Age Restricted
Street	Westfield Road
District	East Devon
Town	Budleigh Salterton
Postcode	EX9 6AZ
Location	Edge of Town Centre
Location sub Category	Residential Zone
Use Class	C3
Population within one mile	5,844
Car Ownership within one mile	1.3
Is site associated with a Travel Plan?	No
Are there any plans to implement a Travel Plan?	No
Is the location of the site hilly or flat?	Hilly
Site Area	0.38 hectares
Number of dwellings	11
Occupied Units	11
Housing Density	28
Total Bedrooms	22
Is there at least one bus (or tram) stop within 400m of the site frontage?	Yes
Where it is necessary to cross a road between the development and the stop is there a conveniently placed crossing facility?	No
Are there at least two buses per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5km radius (Mon-Sat)?	Yes

Public Transport Provision Summary

Day	Period	Total Buses within 400m
Monday - Friday	0700-1900	21
Monday - Friday	0700-1000	66
Monday - Friday	1600-1900	14
Saturday	0700-1900	48
Sunday	0700-1900	18

Public Transport Service Characteristics

Destination (town/area)	Number per Hour	Approx Journey Time
Sidmouth	2	40 minutes
Exmouth	2	13 minutes
Exeter	2	51 minutes
Budleigh Salterton Hospital	2	13 minutes

APPENDIX C



APPENDIX D

SITE DETAILS FOR CASTLE GARDENS, SHAFTESBURY

Survey Type	Multi-Modal
Site Name	Castle Gardens
Open since	2013
Region / Area	Dorset
Description	Age Restricted
Street	Bimport
District	North Dorset
Town	Shaftesbury
Postcode	SP7 8BA
Location	Southwest of village centre
Location sub Category	Residential Zone
Use Class	C3
Population within one mile	2,633
Car Ownership within one mile	1.64
Is site associated with a Travel Plan?	No
Are there any plans to implement a Travel Plan?	No
Is the location of the site hilly or flat?	Flat
Site Area	0.68 hectares
Number of dwellings	15
Occupied Units	14
Housing Density	22
Total Bedrooms	
Is there at least one bus (or tram) stop within 400m of the site frontage?	No
Where it is necessary to cross a road between the development and the stop is there a conveniently placed crossing facility?	No
Are there at least two buses per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5km radius (Mon-Sat)?	Yes

Public Transport Provision Summary

Day	Period	Total Buses within 400m
Monday - Friday	0700-1900	0
Monday - Friday	0700-1000	0
Monday - Friday	1600-1900	0
Saturday	0700-1900	0
Sunday	0700-1900	0

Public Transport Service Characteristics

Destination (town/area)	Number per Hour	Approx Journey Time
Salisbury	Every 2 hours	75-90 minutes
Gillingham	1	30 minutes

APPENDIX E



APPENDIX F

SITE DETAILS FOR BROOK GARDENS, WRINGTON

Survey Type	Multi-Modal
Site Name	Brook Gardens
Open since	2012-2013
Region / Area	North Somerset
Description	Age Restricted
Street	Silver Street
District	North Somerset
Town	Wrington
Postcode	BS40 5QN
Location	Southeast of village centre
Location sub Category	Residential Zone
Use Class	C3
Population within one mile	2,633
Car Ownership within one mile	1.64
Is site associated with a Travel Plan?	No
Are there any plans to implement a Travel Plan?	No
Is the location of the site hilly or flat?	Flat
Site Area	0.38 hectares
Number of dwellings	11
Occupied Units	11
Housing Density	28
Total Bedrooms	22
Is there at least one bus (or tram) stop within 400m of the site frontage?	Yes
Where it is necessary to cross a road between the development and the stop is there a conveniently placed crossing facility?	No
Are there at least two buses per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5km radius (Mon-Sat)?	No

Public Transport Provision Summary

Day	Period	Total Buses within 400m
Monday - Friday	0700-1900	24
Monday - Friday	0700-1000	6
Monday - Friday	1600-1900	6
Saturday	0700-1900	24
Sunday	0700-1900	8

Public Transport Service Characteristics

Destination (town/area)	Number per Hour	Approx Journey Time
Bristol International Airport	1	14 minutes
Weston Super Mare	1	45 minutes

APPENDIX G



Junction: Westfield Road / Residential Access

Approach: Residential Access

TIME	INS							OUTS						
	CAR	OCCUPANTS	PEDESTRAINS	P/CYCLE	HGV	TAXI	TOTAL	CAR	OCCUPANTS	PEDESTRAINS	P/CYCLE	HGV	TAXI	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	1	0	0	1	0	0	0	1	0	0	1
0845 - 0900	0	0	1	0	0	0	1	1	1	0	0	0	0	2
Hourly Total	0	0	1	1	0	0	2	1	1	1	1	0	0	4
0900 - 0915	1	1	1	1	0	0	4	0	0	0	0	0	0	0
0915 - 0930	0	0	1	0	0	0	1	1	2	2	0	0	0	5
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	2	1	0	0	5	1	2	2	0	0	0	5
1000 - 1015	1	2	0	0	0	0	3	0	0	0	0	0	0	0
1015 - 1030	1	1	0	0	0	0	2	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	1	2	0	0	0	0	3
1045 - 1100	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Hourly Total	2	3	0	0	0	0	5	1	2	2	0	0	0	5
1100 - 1115	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1145 - 1200	1	2	0	0	0	0	3	0	0	0	0	0	0	0
Hourly Total	1	2	1	0	0	0	4	0	0	1	0	0	0	1
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	1	0	0	0	1	0	0	1	0	0	0	1
1230 - 1245	0	0	0	0	0	0	0	1	1	0	0	0	0	2
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	1	1	1	1	0	0	0	3
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	1	2	0	0	0	0	3	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	2	0	0	0	0	3	0	0	0	0	0	0	0
1400 - 1415	0	0	0	0	0	0	0	1	2	0	0	0	0	3
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	1	1	1	0	0	0	3	1	2	0	0	0	0	3
1445 - 1500	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	1	1	1	0	0	0	3	2	4	1	0	0	0	7
1500 - 1515	1	1	0	0	0	0	2	0	0	0	0	0	0	0
1515 - 1530	1	1	1	0	0	0	3	2	3	0	0	0	0	5
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	2	1	0	0	0	5	2	3	0	0	0	0	5
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1700 - 1715	1	1	0	0	0	0	2	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	0	0	0	0	2	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	1	1	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	1	1	0	0	0	0	2
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	1	1	0	0	0	0	2
1945 - 2000	0	0	1	0	0	0	1	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	1	1	1	0	0	0	0	2
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130 - 2145	1	1	0	0	0	0	2	0	0	0	0	0	0	0
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	0	0	0	0	2	0	0	0	0	0	0	0
TOTAL	10	13	9	2	0	0	34	10	15	8	1	0	0	34



Junction: Westfield Road / Residential Access

Approach: Residential Access

TIME	INS							OUTS						
	CAR	OCCUPANTS	PEDESTRAINS	P/CYCLE	HGV	TAXI	TOTAL	CAR	OCCUPANTS	PEDESTRAINS	P/CYCLE	HGV	TAXI	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	1	1	0	0	2	0	0	1	1	0	0	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	1	0	0	2	0	0	1	1	0	0	2
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0930 - 0945	0	0	0	0	0	0	0	1	2	0	0	0	0	3
0945 - 1000	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	1	2	3	0	0	0	6
1000 - 1015	0	0	0	0	0	0	0	2	3	0	0	0	0	5
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	1	1	0	0	0	0	2	0	0	1	0	0	0	1
Hourly Total	1	1	0	0	0	0	2	2	3	1	0	0	0	6
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	1	1	0	0	0	0	2
Hourly Total	0	0	1	0	0	0	1	1	1	0	0	0	0	2
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	1	1	0	0	0	0	2
1230 - 1245	1	1	0	0	0	0	2	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	0	0	0	0	2	1	1	0	0	0	0	2
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	1	1	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	1	1	0	0	0	0	2
1400 - 1415	1	1	0	0	0	0	2	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	1	1	0	0	0	0	2	0	0	1	0	0	0	1
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	1	1	0	0	0	0	2	0	0	0	0	0	0	0
1615 - 1630	1	2	0	0	0	0	3	0	0	0	0	0	0	0
1630 - 1645	1	2	0	0	0	0	3	0	0	1	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	3	5	0	0	0	0	8	0	0	1	0	0	0	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	1	0	0	0	1	0	0	0	0	0	0	0
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	1	0	0	0	0	0	0	0
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	6	8	3	1	0	0	18	6	8	7	1	0	0	22

APPENDIX H

Time	Trip Rates							
	Cars		Pedestrians		Pedal Cycle		HGV	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
0600 - 0700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0700 - 0800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0800 - 0900	0.000	0.091	0.091	0.091	0.091	0.091	0.000	0.000
0900 - 1000	0.091	0.091	0.182	0.182	0.091	0.000	0.000	0.000
1000 - 1100	0.182	0.091	0.000	0.182	0.000	0.000	0.000	0.000
1100 - 1200	0.091	0.000	0.091	0.091	0.000	0.000	0.000	0.000
1200 - 1300	0.000	0.091	0.091	0.091	0.000	0.000	0.000	0.000
1300 - 1400	0.091	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1400 - 1500	0.091	0.182	0.091	0.091	0.000	0.000	0.000	0.000
1500 - 1600	0.182	0.182	0.091	0.000	0.000	0.000	0.000	0.000
1600 - 1700	0.000	0.000	0.091	0.000	0.000	0.000	0.000	0.000
1700 - 1800	0.091	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1800 - 1900	0.000	0.091	0.000	0.000	0.000	0.000	0.000	0.000
1900 - 2000	0.000	0.091	0.091	0.000	0.000	0.000	0.000	0.000
2000 - 2100	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2100 - 2200	0.091	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DAILY	0.909	0.909	0.818	0.727	0.182	0.091	0.000	0.000

Time	Trip Rates							
	Cars		Pedestrians		Pedal Cycle		HGV	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
0600 - 0700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0700 - 0800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0800 - 0900	0.000	0.000	0.091	0.091	0.091	0.091	0.000	0.000
0900 - 1000	0.000	0.091	0.000	0.273	0.000	0.000	0.000	0.000
1000 - 1100	0.091	0.182	0.000	0.091	0.000	0.000	0.000	0.000
1100 - 1200	0.000	0.091	0.091	0.000	0.000	0.000	0.000	0.000
1200 - 1300	0.091	0.091	0.000	0.000	0.000	0.000	0.000	0.000
1300 - 1400	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1400 - 1500	0.091	0.000	0.000	0.091	0.000	0.000	0.000	0.000
1500 - 1600	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1600 - 1700	0.273	0.000	0.000	0.091	0.000	0.000	0.000	0.000
1700 - 1800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1800 - 1900	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1900 - 2000	0.000	0.000	0.091	0.000	0.000	0.000	0.000	0.000
2000 - 2100	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2100 - 2200	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DAILY	0.545	0.455	0.273	0.636	0.091	0.091	0.000	0.000

APPENDIX I



Shaftesbury - Manual Traffic Survey, Wednesday 1st July 2015

TIME	INS								OUTS							
	Car	Occ	Peds	P/Cyc	LGV	Taxi	HGV	TOTAL	Car	Occ	Peds	P/Cyc	LGV	Taxi	HGV	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1
0845 - 0900	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	1	1	0	1	0	0	0	3	1	1	0	1	0	0	0	3
0900 - 0915	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
1000 - 1015	1	1	0	0	0	0	0	2	2	3	0	0	0	0	0	5
1015 - 1030	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
1030 - 1045	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
1045 - 1100	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	1	1	2	0	0	0	0	4	2	3	4	0	0	0	0	9
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
1145 - 1200	1	1	0	0	0	0	0	2	2	2	1	0	0	0	0	5
Hourly Total	2	3	0	0	0	0	0	5	2	2	1	0	0	0	0	5
1200 - 1215	0	0	0	0	0	0	0	0	2	3	2	0	0	0	0	7
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1245 - 1300	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
Hourly Total	0	0	1	0	0	0	0	1	2	3	5	0	0	0	0	10
1300 - 1315	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
1315 - 1330	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
1330 - 1345	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	1	0	0	0	0	3	2	2	0	0	0	0	0	4
1400 - 1415	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1430 - 1445	3	5	0	0	0	0	0	8	0	0	0	0	0	0	0	0
1445 - 1500	2	2	1	0	0	0	0	5	0	0	0	0	0	0	0	0
Hourly Total	5	7	4	0	0	0	0	16	0	0	1	0	0	0	0	1
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	10	13	10	1	0	0	0	34	9	11	14	1	0	0	0	35



Shaftesbury - Manual Traffic Survey, Saturday 4th July 2015

TIME	INS								OUTS							
	Car	Occ	Peds	P/Cyc	LGV	Taxi	HGV	TOTAL	Car	Occ	Peds	P/Cyc	LGV	Taxi	HGV	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	1	0	0	0	0	1	1	1	1	0	0	0	0	3
0930 - 0945	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
0945 - 1000	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3
Hourly Total	0	0	4	0	0	0	0	4	2	2	4	0	0	0	0	8
1000 - 1015	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1015 - 1030	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
1030 - 1045	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1045 - 1100	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	0	2	4	2	0	0	0	0	8
1100 - 1115	2	3	1	0	0	0	0	6	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
1130 - 1145	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	3	2	0	0	0	0	7	1	1	0	0	0	0	0	2
1200 - 1215	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
1215 - 1230	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	3	4	0	0	0	0	0	7	3	3	0	0	0	0	0	6
1300 - 1315	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	1	1	1	0	0	0	0	3	0	0	1	0	0	0	0	1
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	3	1	0	0	0	0	6	0	0	1	0	0	0	0	1
1400 - 1415	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	1	0	0	0	0	1	1	2	0	0	0	0	0	3
Hourly Total	0	0	1	0	0	0	0	1	1	2	1	0	0	0	0	4
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
2100 - 2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115 - 2130	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
TOTAL	8	12	10	0	0	0	0	30	10	14	10	0	0	0	0	34

APPENDIX J

Time	Trip Rates														
	Cars			Pedestrians			Pedal Cycle			Occupants			HGV		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
0600 - 0700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0700 - 0800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0800 - 0900	0.067	0.067	0.133	0.000	0.000	0.000	0.067	0.067	0.133	0.067	0.067	0.133	0.000	0.000	0.000
0900 - 1000	0.000	0.000	0.000	0.133	0.133	0.267	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1000 - 1100	0.067	0.133	0.200	0.133	0.267	0.400	0.000	0.000	0.000	0.067	0.200	0.267	0.000	0.000	0.000
1100 - 1200	0.133	0.133	0.267	0.000	0.067	0.067	0.000	0.000	0.000	0.200	0.133	0.333	0.000	0.000	0.000
1200 - 1300	0.000	0.133	0.133	0.067	0.333	0.400	0.000	0.000	0.000	0.000	0.200	0.200	0.000	0.000	0.000
1300 - 1400	0.067	0.133	0.200	0.067	0.000	0.067	0.000	0.000	0.000	0.067	0.133	0.200	0.000	0.000	0.000
1400 - 1500	0.333	0.000	0.333	0.267	0.067	0.333	0.000	0.000	0.000	0.467	0.000	0.467	0.000	0.000	0.000
1500 - 1600	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1600 - 1700	0.000	0.000	0.000	0.000	0.067	0.067	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1700 - 1800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1800 - 1900	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1900 - 2000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2000 - 2100	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2100 - 2200	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DAILY	0.667	0.600	1.267	0.667	0.933	1.600	0.067	0.067	0.133	0.867	0.733	1.600	0.000	0.000	0.000

Time	Trip Rates														
	Cars			Pedestrians			Pedal Cycle			Occupants			HGV		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
0600 - 0700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0700 - 0800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0800 - 0900	0.000	0.067	0.067	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.133	0.133	0.000	0.000	0.000
0900 - 1000	0.000	0.133	0.133	0.267	0.267	0.533	0.000	0.000	0.000	0.000	0.133	0.133	0.000	0.000	0.000
1000 - 1100	0.000	0.133	0.133	0.000	0.133	0.133	0.000	0.000	0.000	0.000	0.267	0.267	0.000	0.000	0.000
1100 - 1200	0.133	0.067	0.200	0.133	0.000	0.133	0.000	0.000	0.000	0.200	0.067	0.267	0.000	0.000	0.000
1200 - 1300	0.200	0.200	0.400	0.000	0.000	0.000	0.000	0.000	0.000	0.267	0.200	0.467	0.000	0.000	0.000
1300 - 1400	0.133	0.000	0.133	0.067	0.067	0.133	0.000	0.000	0.000	0.200	0.000	0.200	0.000	0.000	0.000
1400 - 1500	0.000	0.067	0.067	0.067	0.067	0.133	0.000	0.000	0.000	0.000	0.133	0.133	0.000	0.000	0.000
1500 - 1600	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1600 - 1700	0.067	0.000	0.067	0.000	0.000	0.000	0.000	0.000	0.000	0.133	0.000	0.133	0.000	0.000	0.000
1700 - 1800	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1800 - 1900	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1900 - 2000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2000 - 2100	0.000	0.000	0.000	0.067	0.067	0.133	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2100 - 2200	0.000	0.000	0.000	0.067	0.067	0.133	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DAILY	0.533	0.667	1.200	0.667	0.667	1.333	0.000	0.000	0.000	0.800	0.933	1.733	0.000	0.000	0.000

APPENDIX K

TIME	INS								OUTS							
	Car	Occ	Peds	P/Cyc	LGV	Taxi	HGV	TOTAL	Car	Occ	Peds	P/Cyc	LGV	Taxi	HGV	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	0	1	0	0	0	3	0	0	0	1	0	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4
0830 - 0845	0	0	1	0	1	0	0	2	1	2	0	0	1	0	0	4
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	1	0	0	2	2	4	1	0	1	0	0	8
0900 - 0915	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5
0915 - 0930	1	1	0	0	0	0	0	2	1	2	0	0	0	0	0	3
0930 - 0945	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Hourly Total	1	1	0	0	1	0	0	3	4	6	0	0	1	0	0	11
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
1030 - 1045	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1045 - 1100	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	3	3	0	0	0	0	0	6	1	1	0	0	0	0	0	2
1100 - 1115	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
1115 - 1130	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	1	2	0	0	0	0	0	3	2	2	0	0	0	0	0	4
1200 - 1215	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	1	2	0	0	0	0	0	3	1	1	0	0	0	0	0	2
1245 - 1300	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Hourly Total	1	2	0	0	0	1	0	4	2	3	0	0	0	1	0	6
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	2	4	0	0	0	0	0	6	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Hourly Total	2	4	0	0	0	1	0	7	0	0	0	0	0	1	0	1
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	2	3	1	0	0	0	0	6	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	3	1	0	0	0	0	6	1	1	0	0	0	0	0	2
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
1545 - 1600	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	1	1	0	0	0	0	0	2	1	1	1	0	0	0	0	3
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	6
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	6
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
1930 - 1945	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030 - 2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045 - 2100	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
2100 - 2115	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
TOTAL	14	20	6	1	2	2	0	45	15	22	6	1	2	2	0	48



Wrington - Manual Traffic Survey, Saturday 4th July 2015

TIME	INS								OUTS							
	Car	Occ	Peds	P/Cyc	LGV	Taxi	HGV	TOTAL	Car	Occ	Peds	P/Cyc	LGV	Taxi	HGV	TOTAL
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	4
0800 - 0815	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
0815 - 0830	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	1	0	0	0	0	1	1	2	0	0	0	0	0	3
Hourly Total	0	0	2	0	0	0	0	2	1	2	0	0	0	0	0	3
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1030 - 1045	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
1045 - 1100	1	2	0	0	1	0	0	4	0	0	0	0	1	0	0	1
Hourly Total	1	2	0	0	1	0	0	4	1	2	1	0	1	0	0	5
1100 - 1115	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	0	0	0	0	1	0	0	1	0	0	2	0	1	0	0	3
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	1	2	1	0	0	0	0	4	0	0	3	0	0	0	0	3
Hourly Total	1	2	1	0	0	0	0	4	0	0	3	0	0	0	0	3
1600 - 1615	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
1700 - 1715	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
1715 - 1730	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	2	0	0	0	0	4	0	0	0	0	0	0	0	0
1800 - 1815	1	1	0	0	0	0	0	2	1	2	0	0	0	0	0	3
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	0	0	0	0	0	2	2	4	0	0	0	0	0	6
1900 - 1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930 - 1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945 - 2000	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
2000 - 2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015 - 2030	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2030 - 2045	1	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0
2045 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	3	1	0	0	0	0	5	0	0	0	0	0	0	0	0
2100 - 2115	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
2115 - 2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130 - 2145	1	1	2	0	0	0	0	4	1	1	0	0	0	0	0	2
2145 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	2	0	0	0	0	4	2	2	0	0	0	0	0	4
TOTAL	8	13	14	0	2	0	0	37	8	13	11	0	2	0	0	34

APPENDIX L

Time	Trip Rates														
	Cars			Pedestrians			Pedal Cycle			Vehicle Occupants			HGV		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
0600 - 0700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0700 - 0800	0.091	0.000	0.091	0.000	0.000	0.000	0.091	0.091	0.182	0.091	0.000	0.091	0.000	0.000	0.000
0800 - 0900	0.000	0.182	0.182	0.091	0.091	0.182	0.000	0.000	0.000	0.000	0.364	0.364	0.000	0.000	0.000
0900 - 1000	0.091	0.364	0.455	0.000	0.000	0.000	0.000	0.000	0.000	0.091	0.545	0.636	0.000	0.000	0.000
1000 - 1100	0.273	0.091	0.364	0.000	0.000	0.000	0.000	0.000	0.000	0.273	0.091	0.364	0.000	0.000	0.000
1100 - 1200	0.091	0.182	0.273	0.000	0.000	0.000	0.000	0.000	0.000	0.182	0.182	0.364	0.000	0.000	0.000
1200 - 1300	0.091	0.182	0.273	0.000	0.000	0.000	0.000	0.000	0.000	0.182	0.273	0.455	0.000	0.000	0.000
1300 - 1400	0.182	0.000	0.182	0.000	0.000	0.000	0.000	0.000	0.000	0.364	0.000	0.364	0.000	0.000	0.000
1400 - 1500	0.182	0.091	0.273	0.091	0.000	0.091	0.000	0.000	0.000	0.273	0.091	0.364	0.000	0.000	0.000
1500 - 1600	0.091	0.091	0.182	0.000	0.091	0.091	0.000	0.000	0.000	0.091	0.091	0.182	0.000	0.000	0.000
1600 - 1700	0.091	0.000	0.091	0.000	0.000	0.000	0.000	0.000	0.000	0.091	0.000	0.091	0.000	0.000	0.000
1700 - 1800	0.000	0.182	0.182	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.364	0.364	0.000	0.000	0.000
1800 - 1900	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1900 - 2000	0.000	0.000	0.000	0.364	0.000	0.364	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2000 - 2100	0.091	0.000	0.091	0.000	0.000	0.000	0.000	0.000	0.000	0.182	0.000	0.182	0.000	0.000	0.000
2100 - 2200	0.000	0.000	0.000	0.000	0.364	0.364	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
DAILY	1.273	1.364	2.636	0.545	0.545	1.091	0.091	0.091	0.182	1.818	2.000	3.818	0.000	0.000	0.000

Time	Trip Rates														
	Cars			Pedestrians			Pedal Cycle			Vehicle Occupants			HGV		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
0600 - 0700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0700 - 0800	0.000	0.091	0.091	0.000	0.182	0.182	0.000	0.000	0.000	0.000	0.091	0.091	0.000	0.000	0.000
0800 - 0900	0.000	0.000	0.000	0.273	0.182	0.455	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
0900 - 1000	0.000	0.091	0.091	0.182	0.000	0.182	0.000	0.000	0.000	0.000	0.182	0.182	0.000	0.000	0.000
1000 - 1100	0.091	0.091	0.182	0.000	0.091	0.091	0.000	0.000	0.000	0.182	0.182	0.364	0.000	0.000	0.000
1100 - 1200	0.000	0.000	0.000	0.091	0.000	0.091	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1200 - 1300	0.000	0.091	0.091	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.182	0.182	0.000	0.000	0.000
1300 - 1400	0.182	0.000	0.182	0.000	0.000	0.000	0.000	0.000	0.000	0.273	0.000	0.273	0.000	0.000	0.000
1400 - 1500	0.000	0.000	0.000	0.000	0.182	0.182	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1500 - 1600	0.091	0.000	0.091	0.091	0.273	0.364	0.000	0.000	0.000	0.182	0.000	0.182	0.000	0.000	0.000
1600 - 1700	0.000	0.000	0.000	0.182	0.000	0.182	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1700 - 1800	0.091	0.000	0.091	0.182	0.000	0.182	0.000	0.000	0.000	0.091	0.000	0.091	0.000	0.000	0.000
1800 - 1900	0.091	0.182	0.273	0.000	0.000	0.000	0.000	0.000	0.000	0.091	0.364	0.455	0.000	0.000	0.000
1900 - 2000	0.000	0.000	0.000	0.000	0.091	0.091	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2000 - 2100	0.091	0.000	0.091	0.091	0.000	0.091	0.000	0.000	0.000	0.273	0.000	0.273	0.000	0.000	0.000
2100 - 2200	0.091	0.182	0.273	0.182	0.000	0.182	0.000	0.000	0.000	0.091	0.182	0.273	0.000	0.000	0.000
DAILY	0.727	0.727	1.455	1.273	1.000	2.273	0.000	0.000	0.000	1.182	1.182	2.364	0.000	0.000	0.000